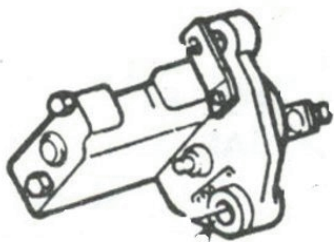


How Not to Install Cruise Control

Fred Bachrodt

Way, way back around 1975 or so, I decided I wanted cruise on my 65 Corsa Turbo. Being broke, I couldn't afford to buy what I needed, so I decided to make my own.

An electric stepper motor could work as the throttle opener gizmo, just like on some newer cars. I decided a windshield wiper motor could work. I mounted a wiper motor on top of the alternator. To actuate the motor, I just used a button mounted on the dash. I didn't run power to the park circuit of the motor, so when I pressed the button, the motor would just turn a little bit, pulling the carb throttle open. I knew that this wouldn't be the kind of cruise that would keep the car at a steady speed, but it would hold the throttle at a steady setting. The bad news was that you had to push the button a zillion times before you actually got the speed you wanted to go.



In the interest of safety (Hah!), I wired the wiper motor park circuit to a switch on the brake pedal, just like a normal stop light switch. When I stepped on the brake, the park circuit would rotate the motor thru its full cycle, which meant that it went to full throttle before coming to rest with the throttle closed. Eh, that was just a minor annoyance.

Once I was ready, I went on a test drive. Back then, a test drive consisted of a trip up Rte 12 from Park Ridge up toward Wisconsin. So, going north, I spent most of the trip pushing the stupid button until I finally got it at the speed I wanted! Once set, it did an OK job of holding the car at a pretty steady speed. Whoo-Hoo!

Somewhere north of Wauconda, I turned around and headed towards home. So, I had the cruise finally set where I wanted it, was going about 70 mph, when I crested a hill and saw the intersection of 12 and 176 coming up. There a stop light at this intersection, and it had just turned red. I stepped on the brake pedal, felt the familiar rush of acceleration, and waited for the throttle to close. It didn't. Did I mention that the car was a turbo? Going downhill toward a stop light with the gas stuck at full throttle was...interesting. I instantly turned off the ignition, and managed to get stopped at the light. Actually, I stopped before the light, and pulled off the road. Opened up the engine lid to see the mechanics wire I had used to connect motor to carb was wrapped tightly around the shaft of the wiper motor. Hmm. Quickly disconnecting the carb from the wire allowed it to close again, and I drove home cruise control-less.

Next day, all traces of my attempt at cruise were removed from the car, never to be attempted again. At least not until I scrounged the junkyards for a GM cruise setup that actually worked. And released the throttle when it was supposed to. And kept the speed constant. That was one of the scariest moments I had encountered, and didn't ever want to repeat it!

Stock Is...

Larry Claypool

[This article was originally printed in the July 1987 issue of the CCE Airhorn. Larry has updated it to contain information as of 2024.]

More on Rear Grills

This month will start with an addendum to the article on rear grilles. Corvair historian Dave Newell was good enough to provide me with the following information.

As you may know, the Corvair 95 truck line was taking quite a beating from the Ford Econoline, pricewise. Despite the fact the Corvair 95 was (is) superior to the Ford in traction, driver comfort, and ride (among other things), the Econoline undersold the Corvan and Rampside by over \$200. At a time when Chevy and Ford matched each other model for model with a price difference of usually less than \$20, the Corvair 95 series was in quite a dilemma, especially with fleet sales.

In an effort to help decrease the price spread, several items that were standard in '62 became optional in '63. One of these was the rear grille on Corvan and Rampside models. The grille was included only with the deluxe equipment package. As the rear grille is pretty obscure on the FC anyway, few people complained, and this policy stuck through the end of 95 series production in 1964. Greenbriers, however, always came with a grille on both deluxe and standard models. Thus, standard '63 and '64 95 models would be stock with NO rear grille!

Many thanks to Dave for sharing his wealth of information with us all.

Rear Deck Lids

On to new ground. Let's open the deck lid and take a peek inside. There's just so many topics to cover in the engine compartment, it's hard to decide where to start. I guess the lid and related parts are as good a place as any.

The underside of the deck lid, like the trunk lid, is painted body color. The catch for the deck latch is also body color; on later the catch is behind the license plate, on earlier it's on the lid. The latch itself is natural metal color. Earlier use a seal or pad on the deck lid release handle to keep dirt, exhaust, and hot (expelled cooling) air from entering the engine compartment. Somewhere I read that installation of the seal made a five degree difference in the temperature of the air entering the cooling fan at road speed. The foam seal has a "pocket" that the handle slips into, thus positioning and retaining the seal.

Apparently, this wasn't working as well as Chevy liked (they do seem to fall off pretty easily), so a revised latch and seal was released for 1964. This new latch featured a handle with two slots for the tabs of a plastic base. The base is about 2-1/4" x 1-3/4". A thin, dense foam rubber pad is glued onto the bottom of this plastic base, and the base additionally features a rivet in its center to ensure its retention to the handle. This style pad and plastic base were not serviced separately, being sold only as part of latch assembly #4452595.

As for the lid itself, 1960 cars have no recess in the inner panel to provide clearance for the spare tire as do the '61-'64 lids. Otherwise, the main stamping is the same on all earlier (with variations for different emblem and molding holes), and

all lates also use one stamping.

A spring and bumper is used on early deck lids at the center of the rear edge. It puts a little tension on the latch, to keep the lid from vibrating. The rubber bumper sits in the bottom of the spring, preventing metal to metal contact with the rear body panel. In service, the bumper was not sold separately; you had to buy a spring assembly.

A stop, or height bumper, is used on the rear corners of the deck lid to prevent it from closing too far. Early ones use an adjustable screw and lock nut with a snap-on rubber cover: lates use a non-adjustable round rubber bumper held on by a Phillips head screw through the middle. The bumper also has a tiny rubber "flap" extending from it (makes it look like the letter "Q") to act as a check valve for the deck lid drain hole. In both cases, as with the early deck lid spring, metal parts (where used) are left natural finish, and the rubber is black.

Weatherstrips are used in part or whole around the lid to seal out water, dust, and exhaust. Since the deck lid on early ones is louvered, there would be no point in sealing all of its perimeter, but it is necessary to prevent exhaust fumes from being sucked in at the rear edge. Thus, a single 35" strip at the rear edge of the lid, positioned roughly between the height bumpers, is installed. The weatherstrip has a steel wire inside that protrudes in places to form a clip; corresponding holes in the lid itself allow for placement.

The weatherstrip was lengthened sometime in the 1964 run so its edges wrap around the rear corners of the lid, traveling up toward the front, extending the overall length to about 58". Correspondingly, additional retention holes are punched into the lid. The locations of the retainer holes in the lid will determine which strip your car uses.

'62-'64 models also use a piece of weatherstrip, on the front edge of the deck lid opening in the body. I'd speculate it was added to prevent a water deluge from overwhelming the rain gutter, thus allowing water to spill into the cooling fan. Not an issue in summer, but if you had the heater on, a sudden water gush into the cooling fan would produce an immediate fog out of the windows inside the car. The strip is about 26-1/2" long, centered between the deck lid hinges in the rain gutter opening. It is simply glued in place.

The late weatherstrip is one piece, extending fully around the lid opening in the body. The seam is done in the rear, right above the license plate recess. A number of replacement weatherstrips have been sold over the years, so here's a profile view of what the original should look like.

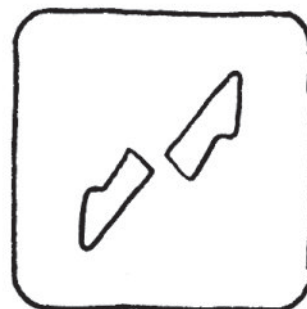


Cross Section, Late model deck lid perimeter seal.

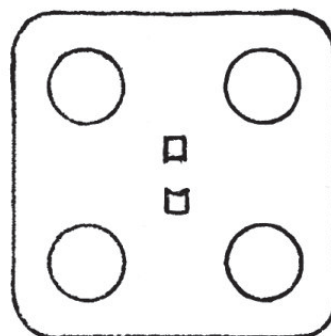
Our last focus point is the deck lid insulator used on '65-'69 Monzas and Corsas. The one-piece, form fitted insulation pad is contoured exactly to the underside of the deck lid. The material is dark gray, with a slight waffle-like texture. While the insulator #3868672 is the same for all Corvairs, the 12 clips that

hold it to the lid seemed to evolve almost yearly.

1965 models used clip #9775412; this clip is metal, its finish is flat black. '66 switched to black plastic clip #389809. Cars built after 7/19/66 were to have black plastic clip #3897534. This too lasted only a year, when black plastic clip #3934260 (officially called a retainer for the first time) entered production on 8/22/67. Although four different numbers are given, I am only aware of two basic types of appearance: the metal '65 type (pictured first below) and the plastic '66-'69 style (bottom). Both outlines are actual size.



Deck lid insulation pad retaining clip, 1965 style



Deck lid insulation pad retaining clip, 1966-1969

Anyone who can further describe the differences in the plastic clips is welcome to write — "Stock Is..." always appreciates help when my sources for information run low.

CCE Name Badges

Charley Biddle

A few CCE meetings ago, someone gave me a small box of material used to create CCE Name Badges. It is a partial set: Lots of lanyards, some incomplete badges, notes about who needed badges, crashed USB flash drive of some kind of software, but no instructions or blank laminations or a lamination machine.

Does anybody know who was the last person to be making name badges and where is the rest of the material to make new ones?

Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

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.

June 11 – 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.

June 18 – 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 Parking Lot Beauty Contest. Bring out your Corvairs. People's Choice judging'

June 25– Articles due for the July Airhorn.

July 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.

July 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.**

July 23 – Articles are due for the August Airhorn.

Aug 3 – Illinois Railway Museum Vintage Transport Extravaganza, Union Illinois. CCE works the show car gate. Workers get into the museum for free. More information to come.

Aug 13 – 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.

Aug 17 – CCE Picnic, Potwatomie Park in St. Charles, Illinois, at the River Park Pavilion. Grills preparations will begin at 11 AM. We have the park from 8:45 AM

until twilight. No alcohol is allowed. No parking up by the pavilion.

Aug 20 – 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.** It's that time again: Nominations open for candidates for election to the 2026 CCE Board of Directors.

Aug 27 – Articles are due for the September Airhorn. Candidate statements from members nominated for the 2026 board will be accepted.

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.

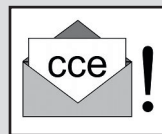
OTHER EVENTS OF INTEREST

June 14 – Milwaukee 55th Anniversary All Corvair Car Show, Waukasha, WI, 9 AM to 3 PM, Foxx View Lanes, 2440 Sunset Drive, Waukasha, WI. Pre-registration \$10, at the door, \$15. Contact Chris Lembke, CLembke@gmail.com or MilwaukeeCorvairClub.org.

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

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

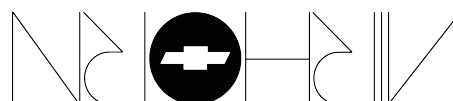
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MILWAUKEE CORVAIR CLUB **55TH ANNIVERSARY** **ALL-CORVAIR CAR SHOW**

JUNE 14TH, 2025

9AM - 3PM

FOXX VIEW LANES

2440 SUNSET DRIVE | WAUKESHA, WI

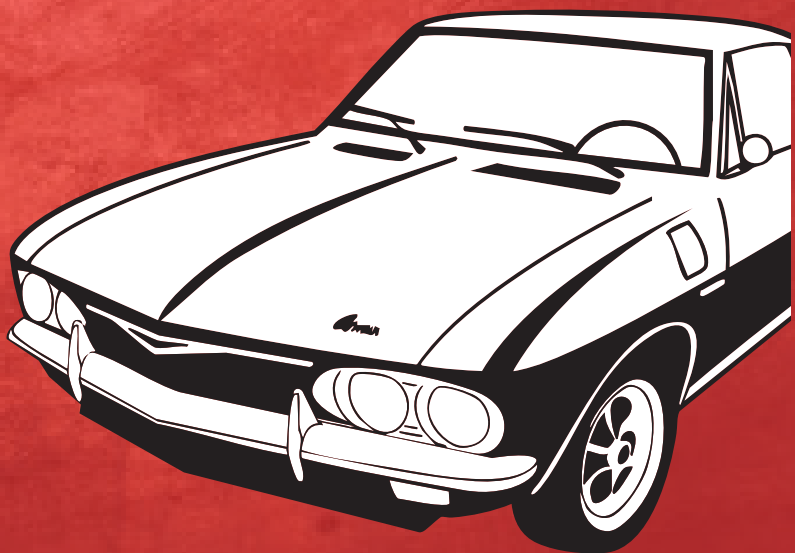
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- PRE-REGISTRATION FEE WILL BE REFUNDED ON SHOW DAY, AT CHECK-IN.
- REGISTRATION AT THE DOOR IS \$15

FOR QUESTIONS PLEASE CONTACT:
CHRIS LEMBKE | CLEMBKE92@GMAIL.COM
MILWAUKEECORVAIRCLUB.ORG

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2025 MILWAUKEE CORVAIR CLUB SHOW
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MILWAUKEE CORVAIR CLUB 55TH ANNIVERSARY ALL-CORVAIR CAR SHOW

JUNE 14TH, 2025

9AM - 3PM

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