







## How I Spent My Summer Vacation

*Fred Bachrodt*

*[Fred is a current and very long time CCE member who used to live in Park Ridge. He now lives in the Phoenix, AZ area.]*

My goal was to drive my Corvair from Phoenix to San Luis Obispo for the 2025 convention. The last time I drove a Corvair to a convention was in 1985, when I drove my 65 Greenbrier to Houston, Texas.

I had worked for months making sure that all was well with my 65 Monza. I did all kinds of maintenance, bought new tires, packed wheel bearings, made sure I had plenty of oil and ATF with me, installed cruise control (not the way I wrote about last month) and installed two new fuel filters. The car has never run as well as it does now. So, with trunk packed with a bunch of tools, and a few spare parts, I was ready to set off on Monday, May 25.

After a horrible night's sleep (two hours), I got up at 5 AM and hit the road at 7:30 AM. I headed westbound on I-10 and at the AZ-CA border, filled up with gas. The car was running and driving perfectly. The stretch between Phx and Banning Ca is mostly desert, with a few towns along the way. I was going kind of easy, 65-70mph (at or under the speed limit). Somewhere west of Palm Springs I was cruising along, when all of a sudden, the engine lost all power. I knew instantly that it was starving for gas. I pulled over, and it restarted right away. OK, maybe it was just a fluke. No, no, no, this happened a bunch of times, often getting back on the road, just to have it die again. Hmm. I pressed on, hoping that it would fix itself enough to make it to SLO.

Finally, just four miles from Banning, it died again, and didn't restart this time. I should point out that I have an electric fuel pump, and I could hear it making noise, but gas wasn't getting to the carbs. I had pulled way, way over on the shoulder, so I was kind of safe there. I jacked the car up with the crappy scissors jack, pulled the fuel line off the pump, and gas dribbled out, so I knew we had some flow. I suspected either the fuel pump, or the fuel filter I installed in the gas line located just above the starter. I hit the pump with a hammer a few times, let the pump run for several minutes with the engine off, trying to fill the carb float bowls. It worked well enough to make it to the next exit, get off, and pull into a huge parking lot of an Indian Casino/carwash/gas station. At least I had rest rooms, water, and a nice breeze to enjoy.

Did I mention that the temp was 106? While pondering what to do next, I just sat in the car with the windows down, and with the breeze, it wasn't too bad. (Remember, 106 is just a balmy spring day in Phoenix, so I'm used to it). I first called my wife, who was not too happy with me. Then I called the host hotel for the convention to tell them I won't be there, and they were kind enough to cancel my reservations at no charge. Then I called AAA for a tow. After much back and forth discussion, they said they could have a driver out to me in two hours. I had already been in the lot for an hour, what's another two? Also discussed was where I wanted it towed to. I knew that I would not be making it to the convention, so I asked to be towed to a Flying J right on the AZ-CA border. No, AAA won't tow to a gas station, they only take you to a AAA certified repair shop.

At this point, I was exactly at the halfway point in the trip—300 miles. I asked about getting towed to Blythe, a town just west of the AZ border. Yep, they could take me there. How about take me home? Uh, that is 300 miles, AAA only pays for the first 100 miles, with a fee of \$10/mile over 100. Blythe is 133 miles, so that cost me \$330. It would have been \_\$2900!!\_ to get towed home. Finally the tow driver showed up. The car started and ran enough to drive it up the rollback bed and we were off!

We got to the designated shop, and it looked like the worst hole-in-the-wall place in a bad neighborhood, but what else am I gonna do? Meanwhile, my wife and daughter had headed out to pick me up. Tow truck and I arrived at the shop at 10:30 PM, and wife showed up five minutes later. We all got home at 1 AM, and went to bed. Next morning, I had to figure out how to get the car home. I called U-Haul for a truck and trailer. They asked me what I was going to put on the trailer. When I told them 65 Corvair, they said it wouldn't fit on the trailer!?!?!? WHAT?? I quickly gave up on that idea. Son-in law aid that I could use his F-150 to go get the car. So, I went and borrowed his truck, and brought it home to see if I could rig up some towing lights. His truck had a 7-pin light connector, and I had nothing to plug into it. Finally, I said screw this, I'll just tow with the hazard flashers on. I left at 1 PM, made it to the car in just over two hours. The shop had told me that they charge \$45/day storage. I asked them about it and they just said don't worry about it. THANK YOU! So, I connected the towbar, turned on the hazards on the Corvair, and took off. The F150 sat high enough that you could see its taillights from behind anyway. Made it home with zero problems.

The culprit turned out to be the check valve in the fuel pump. Fixed for less than \$50. Could I have fixed it on the side of the road, or in the parking lot? Maybe ten years ago, but not now. Remember, I was in the desert with towns few and far between. Could I have paid the repair shop it was towed to? Maybe, but would you trust your Corvair to just anyone? So, I towed the car home 160 miles, without towing hubs or the engine running. It shifts fine, the ATF is nice and red, so I don't think I hurt anything. Will I attempt this again? Probably not. Will I drive a normal car to a convention again? Only if it is close.

At least both the car and myself are home. The car is fixed, and I am still trying to catch up on my sleep!

## Stock Is...

*Larry Claypool*

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

### Engine Compartment

Last month we began looking under the deck lid. Let's see what we can learn about the engine compartment itself.

First thing to catch the eye is the color. '60-'62 models and all FCs used body color paint to finish the engine bay. For '63, car production began the same way, then was switched to black at the Willow Run plant sometime in the middle of the run. Pinning down the date required a little help, graciously provided by Dave Newell and Ray Johnson. By scrutinizing

Fisher Body tags, the switch was narrowed down to a two week stretch in May of '63. One of the cars checked was built in the last week of April — done in body color. The next closest we could find was assembled the second week of May, and it was black. If any readers have 1963 Willow Run cars with a build code of 05A, your author would appreciate a note about the engine compartment's original color (assuming, of course, the body color is other than black!). Oakland production continued with body color paint through the end of the '63 model year, when that plant was closed. All '64 and later production used the black engine compartments, with one exception: cars built outside the United States continued to be finished in body color (colour?). If all this seems complex, maybe this will help:

#### Engine bay body color

'60-'62 all, '63 Willow Run before May, 1963

'63 Oakland all

Canada and foreign all

#### Engine bay black

'63 Willow Run after mid-May, 1963

'64-'69 all except Canada and foreign

Plastic plugs are used in various locations around the engine compartment of 1961 -'64 models. Where used, the plugs are black.

An insulation pad is fitted to all '60s and '61s at the front of the engine compartment. The insulation itself is 1" felt like material, light brown in color. This is covered on the engine side by a black plastic film, not unlike that of a heavy plastic trash bag. For '62, the insulation pad is fitted only to 4 door models, a practice that would continue through 1964. The redesigned rear cardboard panel introduced on '62 coupes apparently dampened noise well enough by itself that the engine compartment insulator was no longer needed for that body style. On early models that did not use insulation, the area was sprayed with a black undercoating material. It is thinly sprayed from the top edge down to the "shelf" or ledge the panels form. At the sides, the undercoating fades quickly out; that is to say there is no sharp line or end point — the guy at Fisher Body just aimed and shot. The sound deadening characteristics of this undercoating are somewhat questionable; unless you're building a car for Factory Stock class, I doubt whether there would be much gain acoustically from duplicating it during a refinish job.

Late model Monzas and Corsas also use insulation in the engine compartment, but it's on the inside of the rear fenders. Made of the same gray fiberglass material as the deck lid liner, they are simply cut to shape rather than molded or pressed. The insulation covers all of the exposed surfaces of the rear quarter panels as well as most of the rear wheel well.

The voltage regulator is mounted to the engine compartment perimeter, so a few words are in order. Naturally, all original regulators were made by GM's Delco Remy division, so "Delco Remy" is stamped into the cover. The regulator cover is painted a glossy black, with the regulator itself natural metal finish. If a radio is installed in the car, a static condenser is attached to the regulator. For mounting, earlies used three 7/16" head self tapping sheet metal bolts,



passing through rubber grommets in the regulator. Lates use three special 5/16" head shouldered machine screws that fit into special rubber well nuts. A separate black ground wire connects the alternator regulator to the car body. 1960s mount the regulator near the right backup light; '61s moved it to the left backup light; then it moved again in '62 to the left front corner of the engine compartment. Earlier with an air conditioner use a special regulator mount that extends the regulator back and over a few inches to clear the A/C condenser hoses, while '63 and '64 Spyders use a small sheet metal plate at the top to offset the bottom of the regulator to the left. This permits easier removal of the Spyder air cleaner element. Both Spyders and A/C cars use additional mounting screws because of their extra hardware.

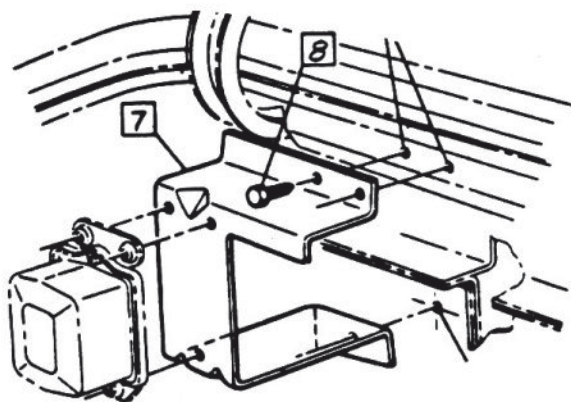


Figure 1. Special voltage regulator mounting for 61-64 air conditioned cars.

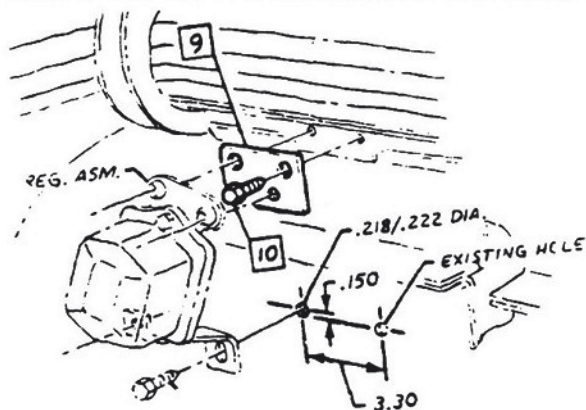


Figure 2. Special voltage regulator adapter bracket for 63-4 Spyders. Difficulty in removing the air filter element on 62 models, likely lead to adding this for 63.

For '65, Corvair alternator regulators were mounted again at the left front corner of the engine compartment, but set at an angle much as the Spyders had been. This was revised very late in production to straight up and down, placed as far left as possible in anticipation of the new A/C condenser location for 1966.

An oddity for 1965 regulators is found with the 47-amp alternator that was standard with air conditioning and optional otherwise. A diode is fitted into the wiring harness at the regulator plug. The diode and its wire plug into the stock

connector to run in series with the field wire, and it is covered by a black friction tape material. Even so, it is still quite visible and still quite stock. This extra little item was not used after '65.

The engine compartment wiring harness itself is taped with wide non-adhesive black tape to within a few inches of each wire's destination. There's a certain look to the factory tape job that's hard to duplicate with ordinary electrical tape. Naturally, crimp connectors, splices, or other repairs would be a modification if not done well enough to be hidden.

Common wiring trouble spots are the main 10-gauge wire connection at the engine-to-body junction on earlier, and the tail lamp sockets and wire on lates. Lates use black plastic sockets with three wires on the left side (two brown, one yellow or black/yellow stripe) and two wires on the right (one brown, one green). Replacement sockets are often white plastic, and the wire colors and number are usually wrong, so if factory stock is your thing, better think twice about how to repair that intermittent taillight or melted main harness plug.

'62 and '63 Spyders use a separate ignition ballast resistor block mounted on the rear frame rail near the coil, instead of the built-in resistor wire found on other Corvairs. It features two screw-type terminals to connect the wires, and is held to the frame rail by one screw passing through the metal strap that surrounds the resistor case.

All Spyders and early model A/C cars also use air recirculation hole covers, so these should be either on the engine or stored on the left side of the rear frame rail. A screw is provided in the frame rail for this purpose. The covers themselves are finished in engine shroud black, and have the appropriate installation instructions painted on in an off-white color.

A/C cars have a separate green wire for the compressor. Earlier run the wire with one of the refrigerant hoses, lates run it adjacent to, but not in, the regular harness. In both cases, wire ties are used to keep the compressor wire in order. The ties are black plastic, and much wider than the nylon wire ties you see commonly these days. One of the wire ties helps hold the coil, compressor, and temperature/pressure light wires out of the A/C belt path. This tie would also be used here later with the introduction of the smog pump.

The regular engine compartment wiring harness is held in place by metal clips welded to the inner fender (1960), black plastic wire loops that push into holes drilled in the engine frame rail ('61-'64), and plastic or nylon clips taped into the harness and pushed into holes drilled in the frame rail ('65-'69) or rear body panel ('61-'64).

That brings us over to the battery. Considering size, brand, hold downs, trays, vent caps, vent hoses, cables, and heavy duty variations, we'd better leave that one go till next month the inside of the rear.

## Classified Ad

**For Sale:** 1963 Monza convertible, 102 Hp, four speed, white, new top, interior by Riggs Brothers, maintenance by Larry Claypool. \$15,000, Lee Carrier, moved to Nashville, TN, area 2017, (615) 707-2212 (cell), corvairlee@att.com. [submitted 2025-05]



# Artificial Intelligence Is A Crock

Charley Biddle

This article is inspired by a post I found from Kerry Borgne on a DACC Facebook page. Kerry's comment was, "And this is our future? I will never trust A.I."

I don't blame him.

The challenge to some unknown in this case AI engine was, "Draw a schematic diagram with labels of a 1963 Chevrolet Corvair Monza flat 6 102 horsepower engine".

The image below is the AI engine's response, "Here's the schematic diagram of the 1963 Chevrolet Corvair Monza flat 6 102 horsepower engine".

As you can see, Artificial Intelligence has no real idea what a Corvair engine looks like.

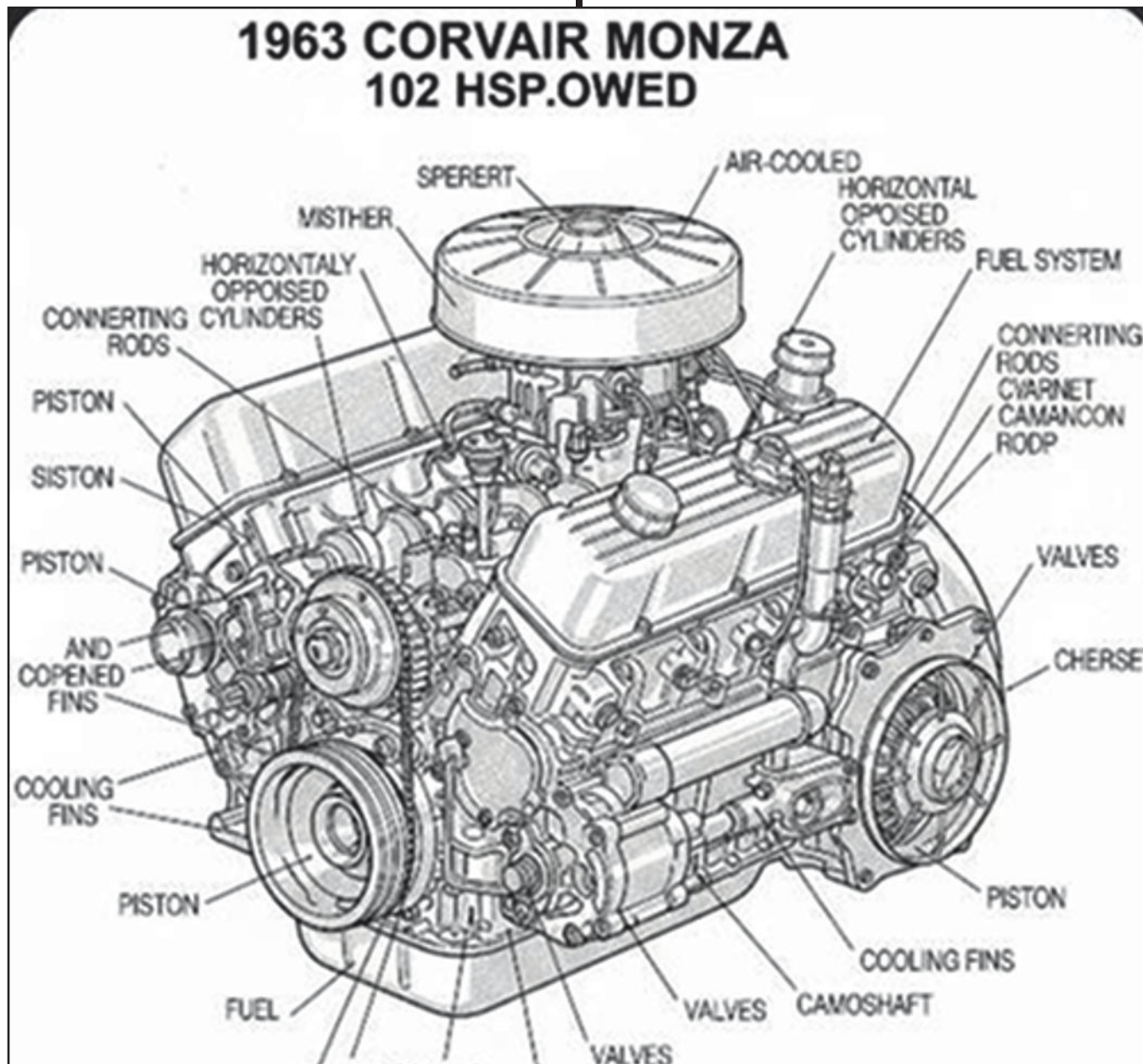
Artificial Intelligence engines (not to be confused with automobile engines) are good at taking information they have available to them, and drawing logical conclusions. This AI engine did not have any good information about Corvair

engines in it's library of knowledge.

An AI engine is only as good as the collection of facts, or what are purported to be facts, and drawing conclusions from disparate sources. It connects the dots between "facts" and returns a conclusion.

Apparently, this AI engine has some knowledge of a Chevrolet V8 engine but nothing about a flat horizontally opposed engine. It also appears the AI engine may of had knowledge of a Tatra 603 aircooled V8 engine. Note that the round object on the lower right side of the engine seems to resemble a Tatra engine cooling fan vent. Note also that there is no radial cooling fan on the top of the engine and no drive belts.

When someone puts forward conclusions and information created by AI, be wary, especially if the knowledge base behind the AI engine is not known. Otherwise, you will receive the gobbly-dee-gook shown in the image below. Just because someone says something is "from AI" does not mean it is "correct".



## Classified Ad

**For Sale: Collection of Corvair Parts:** I am Bruce Herschberger. My late father, Art, was probably best known for producing modified Corvairs as Solar Cavaliers. 50 years ago my father had a Corvair business and I have some parts left over that I wish to dispense with. See the list below. I can be contacted at N139 Cty Rd Z, Neshkoro, WI 54960, 920-229-5573. [submitted 2025-06]

### Used parts

- complete Corsa dash
- (2) bottom eng shrouds
- (3) thermo bellows
- (2) fuel pumps
- alt/oil filter casting
- (3) engine shroud block off tin
- 1 pair 140 heads w/dual springs&alum retainers
- 1 pair 140 heads missing 2 valves
- LM 4 spd trans mount
- LM rear eng bracket&mount
- LM clutch forks (2)
- pr Mitchell trombone exhaust w/manifolds
- heim joint carb linkage w/4 primaries
- 4 carbs disassembled
- 4 single carb air cleaners
- 1964 transverse spring (axle restricter)
- 1 pr finned alum valve covers
- w/rockers,balls&pushrods
- seized shortblock w/0.60 over TRW pistons & Sig Erson cam
- 1960 oil cool
- (2) 140 oil coolers
- (2) 110 oil coolers
- carb balancing tool (vaacum)
- CORSA Bicentennial pewter mug

### NOS parts

- GM cam gear
- GM box of exhaust studs
- (2) carb rebuild kits
- box of assorted gaskets, seals, exhaust donuts
- GM u-joint repair kit

### Corsa NOS

- Corsa fuel gauge
- set of LM rear Cahill sintered metallic brake shoes
- pr LM front brake spring kit
- pr LM rear brake cylinders
- pr GM front brake spring & pin kit
- master cylinder rebuild kit
- LM front wheel cylinder
- LM GM#5465641 wheel cylinder
- LM GM#5465640 wheel cylinder
- (3) LM turbo mufflers
- 66'-69' 4 speed transmission mainshaft w/ gears & side cover W/shift forks
- 66'-69' positraction carrier & side sleeves

LM rear engine mount

Rajay Turbo from 1980s sized for 2.8 litre engine  
after market AC compressor & condenser

### Used NAPA transmission jack w/ Corvair engine adapter

### Corvair shop manuals

- 1960 Chevrolet shop manual
- 1962-63 Corvair & Corvair 95 shop manual
- 1965 Corvair chassis shop manual
- 1966 supplement
- 1967 supplement
- 1968 supplement
- (2) 1969 supplement
- Corvair Owners Handbook of Maintenance & Repair by Floyd Clymer
- (2) 1965 owners guide
- 1966 owners guide

### Additional Books

- How to keep your Corvair alive by Richard Finch
- How to Build Corvair Based Dunebuggies & Bugs
- (3) after market gear shift knobs 2 leather covered 1 wood
- machined aluminum fuel pump block off w/ rubber o ring
- AMT 1966 Corvair model kit w/Fitch Sprint roof, American made

## Classified Ad

**For Sale:** 1962 Corvair 700 Club Coupe VIN 207270161610: 102 HP Hi-Performance, 4 speed. Light blue/white interior. Factory A/C. Upgrades include new tires, electric fuel pump, electronic ignition, and dual master brake cylinder. Very good condition. (see picture) \$14,500 OBO Connie Swenson, or David Kiefer (IL) 815 222 5786 [submitted 2025-06]

