

Corvair-Sations



The Official Publication of Corsa Oregon

August 2014

Next Meeting: Wednesday, August 6th

August Refreshments—Bob LaFord

October Refreshments—Barb Sizemore

Board meeting at 6:30 p.m. Regular meeting at 7:30 p.m.

Oregon Stamp Society Building, 4828 NE 33rd, Portland

FROM THE PRESIDENT

I hope everyone is enjoying their summer while it lasts and making headway on their projects. I hate the thought of summer being gone but I have noticed it's already dark when I go to work now. Make the most of it! I did manage to get the trailer back on the road, it was baptized with Corvair oil on its maiden voyage. It trailered very nice, and more work awaits.... I'll see if I can get the Lakewood onto a rotisserie now.

It was great seeing everyone in Tacoma from our area clubs and from afar. I had many fun conversations with people from all over. I took quite a few pictures that I hope will end up on our web site so everyone can enjoy. I was able to see some faces I don't get to see very often, and I was also able to put faces on names I'm not sure I've ever met. Seeing all of the nice cars in one place was wonderful, I was even able to take try my hand at concours judging, very interesting! I was able to procure some useful used parts before the pros snatched everything up, and take advantage of some new part deals too. I even found out a Lakewood rear door will fit in my car, which I was curious about before I get to Palm Springs.

We still have a few more great events before we let go of the warm weather:

Don't forget Beaches cruise-in at the PIR will replace our regular September meeting on 9/3. There is always a tremendous amount of nice vehicles of all kinds there!

Make plans to attend Corvair College 2014 on September 20th with the Browns hosting. A can't miss event! Stay tuned for more information.

See you there,

Stacy

POINTS OF INTEREST:

- Please submit newsletter articles and ideas to Ritha Metcalf by the 15th of each month. She can be reached at ritha2@msn.com or 503-936-8339.

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My First Corvair

By Mark Dustan

It was a dark and stormy night.... Hey, wait a minute, it was a cool spring afternoon in 1970 with a bit of light rain falling, so typical of Oregon. As a native Oregonian I'm used to this. I had responded to an ad in the Oregonian that said there was a Corvair Wagon for sale. My friend Jerry, who had a 1965 Ford Custom said he would accompany me on this adventure. His Custom was always the designated tow vehicle when we had a breakdown. He agreed to help me tow it. When we arrived at the location near Canby Oregon, I knocked on the old farmhouse door and a guy came to the door and pointed out in the middle of a hay field..."It's over there". It was a 1962 Lakewood Wagon. A close look revealed that there was some right front damage and the right front door was off. The right front fender was off and the windshield was removed and was in the back of the wagon. The engine cover door which was off as well. But to me, it was BEAUTIFUL. My friend said in a snide manner..."Hey complete with doors".

About 3 months earlier my parents had given me a 1961 Falcon Wagon complete with vinyl cow head seats. I wanted something nicer. I asked the farmer, "Does it run"? He said..."well it did when I parked it there a couple of years ago". I asked if he would take \$200 for it. He said OK! I knew it would take some work... a lot of work. The inside was full of mud because a tractor had become stuck right next to it and filled the interior through the missing door. .

So we went to work. We tried a battery that we had brought with us, to no avail. My friend said "let's get it out to the road (Needy Road near Canby) so we can push start it". There were four of us there, but try as we might, we could not get it to turn over. Each time it skidded to a halt when popping the clutch.

Jerry says "I have an idea.... I will push you up to about 45 mph and then I will back off and you pop the clutch and see if it will start"... Ah, the stupidity of youth! The sun was setting, so I wanted to get it back to Portland before dark. We put an old tire between the 62 Wagon and the 65 Custom. When I got it up to speed, Jerry barked off and I popped the clutch. Sparks shot out of the tailpipe about 10'. The engine sputtered and coughed. We thought the thing was on fire. I heard Corvairs ran hot, but not like this. Soon the sparks subsided and the Corvair was idling with that typical Corvair sound. We headed for Portland and stopped by a gas station along Hwy 99. We had placed the windshield back in place but it would fall forward when I stopped. This meant someone had to hold it in place while we were moving. By now it was dark, and a bit cool. We filled up the tires and then when we were about to wash off the mud, the attendant said "don't you dare wash that mud off in my gas station"!

I was well on my way to being a Corvair nut! Now the bigger problem: My parents did not know I had bought a car, let alone a Corvair, so we had to take it to my friend, Gordon's Apartment parking lot, at least until we got it cleaned up.

We took everything out and hosed out the interior, washed the exterior; the engine compartment then the vinyl seats (Blue and white stripes) Installed a new battery (a special one on Wagons, so I had to special order it). We reinstalled the windshield and placed the RF door in place but did not have the bolts for it. Finally, it was ready to take home to show my parents my great buy.

When I arrived home I have to say my parents were less than enthusiastic. "Did you know that car is unsafe?" my Dad asked. It did not matter because I had a great plan. I loved what GM called their "Brass Hat" cars. That meant equipped with every option. So I began the process of converting the 700 Model to a Lakewood Spyder.....

Another friend who had a Yenko Stinger suggested I add Aircraft landing lights for the High beams. I found them at a Military surplus store. Next, I added a Spyder Dash. To do this I needed the schematics, so I went to Lyman Slack Chevrolet on Sandy Blvd in Portland and ordered a complete set of manuals for the 62 model year. While not simple, it did take some time to get everything connected and working. Even a special high beam switch that turned down the fan on the AC as the generator of the day did not have enough power to run the fan at high speed and the high beams.

Next was a new Interior, I bought some 1962 bucket seats, but they were blue. I was told there was a special vinyl dye that could be used to convert them to black, called Marhyde. It worked great and did not wear off. The carpets were really tattered, but Jerry's mom had an old Maytag wringer washer and we washed those carpets, several times nearly ruining the washer. They all but fell apart, so new carpets were in the plan. Oh, but I was far from done.

I bought a used 150 HP Turbo engine. I fabricated a revised engine cover from another wagon. This created a hump on the engine cover.

The 150 needed to be rebuilt, including the Turbo charger. Thank goodness Jerry's Dad was a tool and die maker and had all the tools to rebuild the unit. Like most Turbo's, it had sucked a valve, so I had to have the heads rebuilt. I was reminded by the Machine shop on 82nd Ave that this would take additional time and of course additional money, as they had to heat up the heads to fix the valve inserts. Carefully reading the factory manual, as well as the Chilton's Time saver manual I reassembled the engine. Thank goodness Corvairs are simple to work on.

Done... No way. I wanted air conditioning. So I found a 1962 with AC at a junkyard in Estacada. I installed it by cutting the AC radiator in half, placing it on each side of the air inlets. I have no idea why with a Turbo and AC it did not overheat. AND I NEVER THREW A BELT!

My sister came out to see my new car and opened the RH door... You guessed it, the door fell off as I had not yet found the correct bolts to hold it on. So I thought I needed to get the fender fixed so the door could be put back in place. My cousin was the instructor for body and fender at Benson and showed me how to weld it back on. On my way out to his shop, both rear wheels came off. Someone had neglected to put all the lug nuts back on. I asked the Arco station attendant to lend me their jack so I could get it out of the intersection... He pointed to the sign that read "No tools loaned, Company policy, no exceptions". I have kept my promise to him from 44 years ago and have never bought Arco gas since.

I added Bridgestone radials to the wire wheel covers that I had previously added. It did not handle very well until I got the tire pressure correct. I never resolved why it wore out tires every 6 months. I think it was because I had the wrong motor mount bracket on the transmission and threw off the rear wheel alignment.

I added a luggage rack and Spyder name plates. I loved that car, until I had the opportunity to buy a 1965 Blue Convertible. But that is a story for another time. I love that melodious sound that Corvairs make and I have never looked back, because there is probably oil on the roadway.

Corsa Oregon Board Meeting Minutes June 2014

Called to order by President Stacy Milnes

Short discussion of the upcoming Board elections. There are a total of 7 Board members and 2 positions are open.

Currently, we need a newsletter editor. Discussed the website we would like to see develop. This would be a site to visit for general information, but also a place to go for last minute info on tours and changes to plans, and a place for members to input their ideas and plans.

Corvair college will be at Steve and Gloria Brown's house on September 20th.

Steve presented the membership survey that he created.

May General Meeting Minutes

Called to order by President Stacy Milnes at 7:42.

Tech session was held in the parking lot and Rex gave a tune up class.

Ice cream social was held immediately after. Thanks to Bill and Mary.

Meeting restarted at 8:48.

Nominations for the Board were opened and Duane Cartwright accepted - maybe.

The tour of Rex Johnson's shop is going to be June 21st at 1 pm. After the tour we can head over to the cruise in at the local college.

Corvair College is Sept 20 at Steve Brown's, topics TBD.

Three new members joined Corsa Oregon tonight.

Steve announced the membership survey and asked that everyone give us all the info and good ideas that they have.

We offered 2 free tickets to the Seattle car auction, the leading car is expected to go for close to \$2,000,000.

Amusing Corvair stories were swapped. Stacy told us about the '64 Rampside with optional floor.

Duane Wendtland tells us there is a new source of FC and early model wind shields, clear or tinted. If we put together a group order, we will save money. Call Duane for more information.

Paul Lawson brought in a mystery part and it was identified as a window stop. Did you know that your front windows have two stops and your rear windows have only one stop?

July's Tech Session will be **Preparing Your Corvair For Judging**. Presented by Bill Jobs.

THE CLASSIFIEDS

WANTED: FC Rear Springs, new or used - Cam cores (Late Only) - Late lower control arms, Early 2 Dr PG car for Linda - Contact Lon Wall @ (503) 434-1648.

Wanted: 63 Front grill bar. 62-63 Rear grill & Turbo exhaust parts. Call Duane W. - 503-632-1710

Wanted: '64 diff and rear suspension, front suspension, '61 emblems, '60 rear grill, any wagon stuff. Contact Stacy @ (503) 516-7225 or sixteesboy@hotmail.com

Gas heater from early car—contact Garry Johnson @ garryjjoker@live.com

Wanted: 65/66 4 spd car. No specifics on 2 or 4 door. Contact Steve Bell from Canadia - 250-828-0620 sybra@telus.net

Wanted: 65 or 66 Monza or Corsa Coupe for restoration - Call Duane W. - 503-632-1710

Wanted: 1966 steering wheel hubs for wood wheel. Contact Josh Burk @ (541) 530-0090.

For Sale: Almost Complete Communique set—from start to present day—make offer 360-260-0185

For Sale: A LOT of Corvair parts & custom made tools. Many new parts from a 1960 and others too. Contact Rex Johnson with inquiries @ (503) 871-8099.

For Sale: Early windshield, clear, \$100. Contact Doug Bell @ (503) 260-8920.

For Sale: 61 700 Four Door 4 Spd—Red. Engine runs good-needs everything else (brakes, floors) some C-Pillar rust. Good glass. \$900.00 Call or email for photos—Doug Bell doug.bell3@comcast.net 503-260-8920

For Sale: 64 Red Corvair Spider Convertible. Needs restoration but very rust free and complete. Comes with original engine, including Turbo. Have lots of NOS parts and new Clark's interior. Call Bill Jobs for details and pricing. (971) 235-3804.

For Sale: 65 Monza 2 Dr 4 Spd. 110 Hp. Has OTTO Parts accessories on engine. Call Rob Phillips @ 253-861-6066

Corvair-Sations



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NEEDED! PLEASE CONSIDER VOLUNTEERING! The club needs a new newsletter editor. I am no longer able to do this task. Please see someone on the board if you are interested in giving it a try.

THANK YOU

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