

J The Vair Street Journal

The Newsletter of the Western Pennsylvania Corvair Club

June-July 2015



Compared to the Volkswagen rivals, these Corvair Workhorses were larger, faster, far more fun to drive—and warm in winter. The VWs, after all, were air-cooled machines that relied on a fresh-air heater without fan boost, barely adequate in the Beetle and totally lost in a van.

Also, as time went on, Corvair developed horsepower options and performance gearboxes.

A 1964 Corvan with 110 horsepower and the four-speed was a marvelous toy, and the nearest any 1960 truck came to sporty handling.

Until, that is, you experienced the early Corvair's total and irrevocable oversteer; the tendency to spin out in turns because of its rear-engine weight bias and particular rear-suspension design. Driven too fast with an unloaded bed, the truck versions could

suffer the same flaw, especially if the owner didn't follow tire-inflation instructions to the letter.

The Series 95 Corvair truck and Greenbrier mini-bus began production in 1961 and changed little. The 1962 Greenbrier gained a Deluxe version with chrome bumpers, grille and hubcaps, and color-keyed interior. Greenbriers cost less than \$2,700 and offered 175

cubic feet of cargo space.

The most desirable Corvair truck is the Rampside pickup with its fold-down sides and streamlined, squared-off cabin. A Loadside pickup with a conventional tailgate also was built for 1961 and 1962.

Although they helped start the trend toward vans, were ultra-low and fun on curves, Corvair trucks were no more successful against Ford's

rival Econoline than the Corvair had been against the Falcon. One problem was the bi-level floor, required to house an engine in the rear.

One by one they disappeared: the Loadside pickup in early 1962, Corvan and Rampside in 1964, Corvan and Rampside in 1964, Greenbrier in 1965.

Minutes of May 26, 2015

Officers Present

Jim Steigerwaldt, President
Don Cekus, Vice President
Pat Greenwald, Secretary
Darlene Kady, Treasurer

Board Members Present:

Jack Bachman
Don Baker
Al Friend
Bob Hieber
Charles Lucas
Jim Madden
Steve Puskas

The meeting was called to order by President Jim Steigerwaldt.

The president dispensed with the reading of the minutes of the March 24th meeting.

Darlene Kady's treasurer's report showed a balance of \$2727.14. All money for the Holiday party has been received.

Jim welcomed new members Lee and Linda Walters. Also, Bill and Audrey Clapper are new members.

Darlene reported on her trip to Ypsilanti, MI for the 'Meet the Maker' event. She had pictures and reports for members to view. A DVD of the speakers is available for \$25.00 from the web site. They also made a trip to the Corvair Ranch and Zeke's. Kurt Foltz also visited Zeke's.

Don Cekus announced that his '61 van is for sale.

Tim Desmond chose Saturday, August 1st for the blueberry trip. He will send details to Joyce for printing in the journal.

Terri Washington distributed de-

tails for the July 25th wine trip to the Erie area. A block of 12 rooms will be held at the Fairfield Inn until June 25th at a rate of \$109.

Jim and Terri are hosting a picnic for the club on August 8th at their place in Evans City. Bring a side dish.

Jim Weppelman spoke about encouraging young member in the club.

Steve Puskas stated that the Dave Gillette picnic is June 28th in Zellenople. He also spoke about the August 22nd Butler Tour.

A show of hands indicated that the Weppelmans, Cekuses, Bachmans, Pat Greenwald and Dolly Izzo are planning to attend the Corsa convention.

Joyce had information from John Sweet that he wanted passed on to the members.

The issue of a new meeting place to replace King's was discussed. Charles Lucas suggested Eat'n Park in Wexford. Jim said that North Park Club House was soon opening a place in Murrysville. He will check out both places. Check the journal for the location of the July 28th meeting.

Don Baker had information about a '64 convertible for sale. Don also reviewed the Vintage Grand Prix schedule and stated that he gave Joyce a flash drive with pictures of our cars taken at club events. If members give her the code number on the back of the picture, she can retrieve the pic-

ture for printing in the journal.

Jim Heatherington reminded members of the North Hills Historic Car Club show on June 7th at the Mars Middle School on Rt. 228.

Respectively submitted,

Pat Greenwald

CALENDAR OF EVENTS

June-July 2015

DATE		PROPOSED EVENT	Time	SPONSOR
JULY	25	Lake Erie Wine Tour CONFIRMED Agenda attached	Meet at Stohr Haus Bakery -534 Main St., Harmony, PA 9:00am depart from Harmony	Jim Madden/ Terri Washing- ton
	28	CLUB MEETING Kings Restaurant, Harmarville	6:30PM-Dinner 7:00PM Meeting	
August	1	Blueberry Picking Expedition and Lunch CANCELLED DUE TO FROST	8:30AM @Sheetz (Past Butler Auto Auction)	Tim Desmond
	8	Picnic CONFIRMED	Jim Madden/Terri Wash- ington's place-Evans City	Jim Madden
	8	Swigart Museum, Huntindon For more information go to swigartmuse- um.com	Al will be leaving on Satur- day and will drive home in the evening. If anyone is interested in joining him, please contact him	Al Friend 724-433-0839 a.c.friend@com cast.net
	20-23	Homecoming Plymouth, Michigan Over 100 Corvairs in attendance and a better meet than the National Convention.		John Sweet 724-376-4335
	22	Butler AACA Tour - Harmony to Slippery Rock	Registration Form included	Steve Puskas 724-284-3721
September	6	WPR Antique Auto, Custom and Street Rod Show, Latrobe		
	19	Bantam Factory - Pullman Mall		Steve Puskas
	22	CLUB MEETING Venue undetermined	6:30PM-Dinner 7:00PM Meeting	
Sept.-Oct.	30-4	Rod Run & Doo-wop (Charleston, WV)		
October		Coverd Bridges - Seven Springs Area		Les Walter/Bob Hieber
November	22	CLUB MEETING Venue undetermined	6:30PM-Dinner 7:00PM Meeting	
January 2016	10	Holiday Party at Grant's Bar		Jim Madden

These events are tentative and will be confirmed. If you have an event that you feel the covair group would enjoy please submit it.

Stay-tuned - Al Friend will be hosting an exciting trip to the new Air Force Museum in 2016

Butler Old Stone House Region

A.A.C.A.

THIRD ANNUAL CAR TOUR

MILLING THE TIME AWAY

Saturday, Aug. 22, 2015 9:00 am

Join us for a lovely drive through the scenic countryside of western Butler county! The tour of approximately 70 miles begins and ends at the historic McConnells Mill upper parking lot shelter. Sites en route include the Harlansburg Transportation Museum, the Harmony Museum, and a beautiful private car collection.

Registration fee is \$25.00 per car and driver, \$10.00 per passenger and includes admissions to the museums and driving directions. Lunch is on your own at The Harmony Inn.

Registration is limited to the first 50 cars, and the deadline is August 15, 2015. Cancellation and refunds may be requested up until the deadline. For more information contact Steve Puskas (724) 284-3721 or email spuskas@embarqmail.com.

This is our third annual tour. It is a leisurely drive on picturesque back roads, including one short stretch of gravel. Early twentieth century vehicles to modern sports cars have enjoyed our two previous tours. The tour book directions will allow you to travel at your own pace and linger a little longer at stops of your choosing.

Please mark the date, August 22, on your calendar and join us in Milling the Time Away in beautiful western PA.

Directions to McConnells Mill State Park

The entrance is located on Rt. 422 just west of the intersection with Route 19. Look for the brown state park sign on your left at the turn. Drive straight in, about a mile and stay to the left to the upper parking area.

B.O.S.H Region Milling the Time Away Tour 2015 Registration Form

Driver's Name (print)

_____ Email: _____

Address: _____ Phone: _____

Names of Passengers:

Registration Fee: Car and Driver----- \$25.00

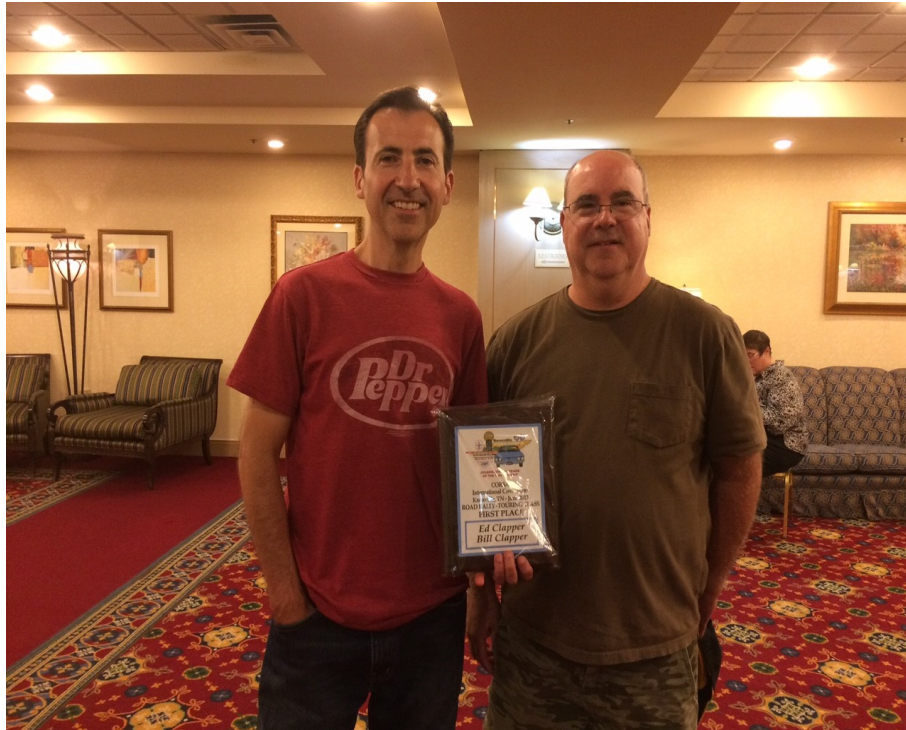
Number of Passengers: _____ X \$10.00 ea. = \$ _____

Total \$ _____

Make checks payable to **BOSH** and mail to Mr. Dave Heddaeus, 225 North Trail, Butler, PA 16002

Club affiliation: _____

NATIONAL CORVAIR CONVENTION



You can't help but noticing the big smiles on these two fellas.
The Clappers won a prize at the National Corvaire Convention.

TUESDAY, JULY 28, 2015

PLACE: Kings Restaurant-Harmarville, PA

DINNER—6:30pm; MEETING-7:30pm

WELCOME ROD AND MICHELLE MURRAY



Where's Rod?



ROD AND MICHELLE'S STORY

I have no deep-rooted affinity or personal family history w Corvairs. For my 40th birthday I simply wanted a cheap (ie affordable) convertible to buzz around in on weekends, and a former neighbor who worked at Larry's Corvairs found the Pennysaver ad for my first Corvair, a '66 Monza convt I bought on Labor Day weekend, 2000 in Pasadena - it was a good call. I still have it, and bought a '64 6-door Greenbrier Dlx in 2008 - this one from "Lazy D Sales", a surfer dude's used car lot in Vista, Ca. I drove the van for a year or so before tearing it down "to fix a few rust spots" - 5 years later it's in my garage chomping at the bit to get back on the road.

I joined CORSA's Vintage Corsa chapter in Orange County, CA around 2002 and eventually held various positions all related to enhancing chapter value, member engagement, and general Corvair promotion prior to moving to Pitts-

burgh in 2010...chapter vp, PR, newsletter editor, webmaster, and event organizer. Among other things, I initiated a meeting time and relocation effort that doubled attendance and membership...I served as a PR rep for the Corvair Preservation Foundation in 2009-10 supporting CPF historian Dave Newell's efforts with the Corvair's 50th anniversary celebration...I also spearheaded an annual CORVAIR Heritage Day celebration concept to be held every October 2nd as a national day of Corvair celebration and to help raise funds for CORSA - this is a vision still waiting to be fully realized.

Mechanic-wise, I'm pretty much just a weekend wrencher with the nads to try - You learn by doing. I take pride in doing what I can on my Corvairs and also helping other owners work on theirs. I have a great respect for 1st-gen Corvair owners and elder statesmen who

are empowering current and next-gen owners with the knowledge and confidence to maintain their vehicles themselves - it's not just fun, it's one of the best ways to keep our hobby alive & thriving.

Spare time is limited, but I dabble in Corvair garage art graphic design and re-purposing retired Corvair parts as time allows.

Oh yeah my beautiful wife, Michelle, and I celebrated our 30th anniversary last year, and we have 2 kids, Megan in Southern California, and Will, who's attending NC State. Suffice to say I am blessed w a fantastic family.

That's the long-winded nutshell...

Rod Murray Member of CORSA,

Corvanatics, 3RC....and now, again, WPCC.

VINTAGE LICENSE PLATES

June-July 2015

By Jim Weppelman



Pennsylvania now allows vintage license plates to be put on vehicles that are registered as a classic or antique. For a \$75.00 fee, a filled out form MV-11V, and a front picture of the plate. You can use a vintage plate as a permanent fixture for your vehicle. Any plate from 1906-1976, PA or any state can be used. It must have a corresponding date on it that matches the car year manufacture. It can be a embossed date or the yearly sticker. The plate number must not be already in use, you can check this at www.dmv.state.pa.us and selecting the personalized registration plate availability link. It then becomes a permanent plate for that registration and even can be transferred, for a fee, if the car is ever sold to someone else. This is the current one I have on my 1964 monza coupe.



1966 Corvair Monza 110 with 56000 miles. Very nice condition....Aunt had purchased while receiving chemo. Drove the car a month put on 500 miles. Trying to settle estate. Taking best offer.

Please contact brkistler247@gmail.com (Barry Kistler)

1966 Corvair Monza 110



LM ('65-69) Corvair Brass Bushing Shifter Repair/ Upgrade

This is a step-by-step guide on how I repaired the 'sloppy' shifting I was experiencing with my 1966 Corvair Monza 140 – 4 speed. This is quite a simple and easy fix for anyone that has even minimal mechanical skills. I do not consider myself an expert mechanic, all of the work I have done on my corvair, has been done by following the shop manual or asking other covair owner's for their advice. With that in mind, I am happy to pass along this easy 'fix' that will make your car shift and feel like it just came off the assembly line.

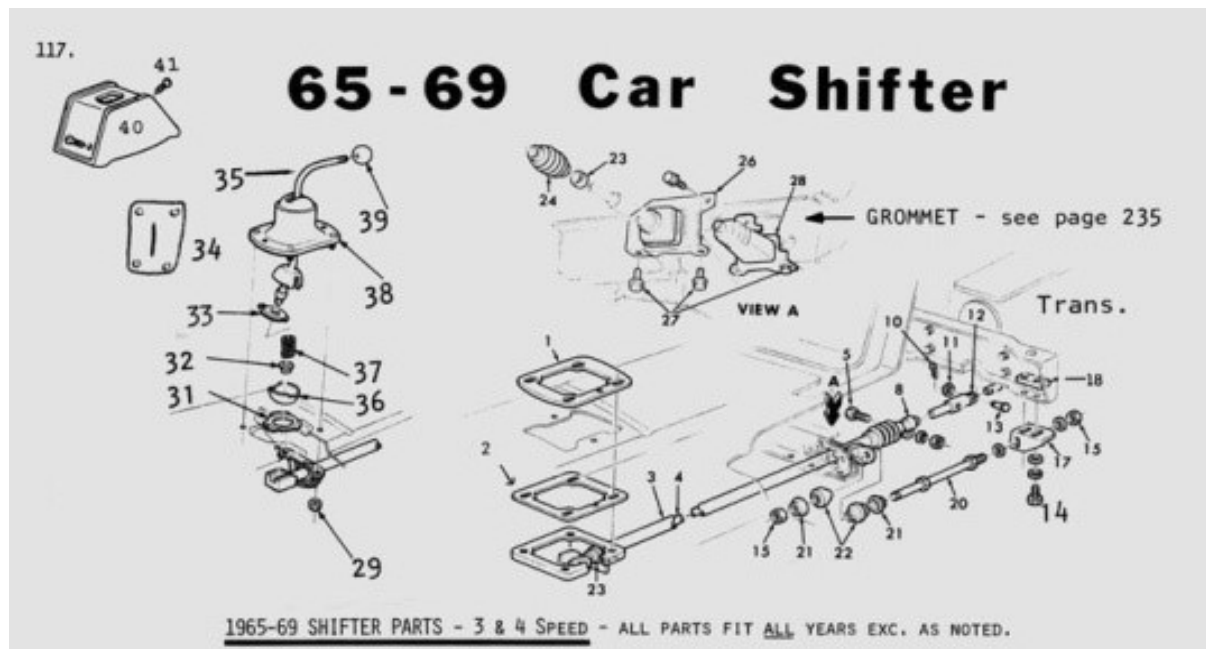
The only tool I used, other than normal pliers, wrench set, etc., was a Dremel. If you don't have one, and are reluctant to spend the money on one, as they can get pricey, check out Harbor Freight's copy of a dremel, which can be purchased for less than \$20 with the attachments you'll need, which is a drum sander bit.

1. Remove the cotter pin, washer and pin, (#'s 10, 11 & 13 on the Clark's diagram below), that holds the shift coupler from the stud that sticks out of the transmission.



2. Remove both the front and rear Tunnel Pan Cover.

3. The stabilizer rod that runs beside your shifter and that is bolted to the transmission mount will also need to be removed, so that you will be able to remove the entire shift tube. (Your stabilizer, (#20) is supposed to be welded to the shift tube, on my car, this weld let go, which is quite common. Instead of risking burning through the shifter tube, I simply installed a hose clamp around the two.)



4. With the tunnel pan cover removed, you now have access to the four nuts that are holding the shift tube assembly at the front of your car, (the four (4) bolts go through parts #1 & 2 on the Clark’s diagram) You can now remove the whole shift tube assembly from your car.

5. You can now remove the whole shift tube assembly from your car.



6. Mark where your shift tube coupler is sticking out of the shaft before you remove it.
7. If your car is like mine, part #23 is missing totally. These are the bushings that keep your gear shift rod nice and snug in the shift tube. The original ones that came in our cars were plastic, and most likely have popped out or rotted away.
8. Slide the inner rod out from the outer tube. (If your car has never had this removed before, there will also be a paper tube in with the rod. These are not needed and do nothing but bind up, making shifting difficult. I believe the intention was to stop the rod from rattling around in the tube. This upgrade will eliminate any need for the paper tube.) My shift rod and tube were so full of old, hard grease it took quite a bit of sanding and cleaning to get them all clean.



9. Instead of purchasing the kit that Clark's sells (Part #C1 - \$18.65) You can go down to your local hardware store and for less than ¼ of the price, you can get two (2) brass bushings. You want two that are sized 3/4" x 7/8" x 1 1/8". The company Hillman Group has a catalog number #58105. (I know that in the North Hills, Hastings Hardware on Babcock, near Millvale and Vater's Hardware on Rte. 19 in Perrysville will have these.)

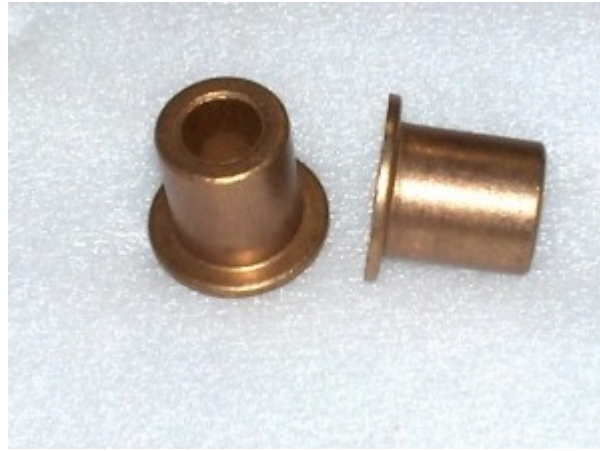
BRONZE SHIFTER BUSHING KIT - 1965-69 - In use since 1974.

These bronze bushings replace the original plastic bushings at the front and back of the shift tube. The plastic ones quite easily pop out, allowing a great deal of play. By installing these bronze bushings, you will have easier, more positive shifting. Another added benefit is that the shifter will be much less apt to rattle on rough roads. Installation time is about 1-2 hours. Directions are easy. Fits new or used shifters. This is the time to check other shifter parts.

C1 SET - For new or used rods. Includes: (2) machined bronze bushings, hardware, detailed instructions. **C1 SET 4 oz./Set**

C1BB BUSHINGS ONLY - You may purchase just the machined bronze bushings for the shift rod. You then can braze or solder them in place. **C1BB = 2 BUSHINGS ONLY 4 oz.**

Picture # Be sure to consider all the following parts for complete shifter job.



10. Because our cars are now around 50 yrs old, chances are your shift rod is bowed and the bushing will not slide on it easily. To remedy this, simply sand out the inside of the bushing a little. I used a Dremel with a sanding band on it. It doesn't take much, just run it around the inside for a minute or so. It will then slide on your shift rod easily. Don't take too much off, or it will defeat the whole purpose of getting nice, tight shifting.



11. You can now install one bushing on each side of the shift tube. In order to really make sure the new brass bushings stay put, you can take a punch and give a tap on the shifter tube to 'stake' the brass bushing in place. (You can see in my photo where I placed a center punch on the tube and gave it a good tap)



12. Reassemble your shifter in your car, and replace your tunnel pan covers.
13. Get in your car and enjoy being able to shift gears nice and tight!

Any questions on this process please feel free to contact me.

Kurt Foltz

MEMBER TELEPHONE AND E-MAIL LIST

June-July 2015

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Hackl, George & Marlene	724.224.0482	
Morgan, Robert & Margaret	724.846.6040	
Yobst, Robert & Rosalie	412.963.9943	

Our 42nd Year!

Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50** order during 2015. (Additional catalogs \$3 with an order)

Over 100 new repro parts in the past 3 years.

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400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com

Thanks to everyone who contributed information for this edition of the WPCC newsletter.