

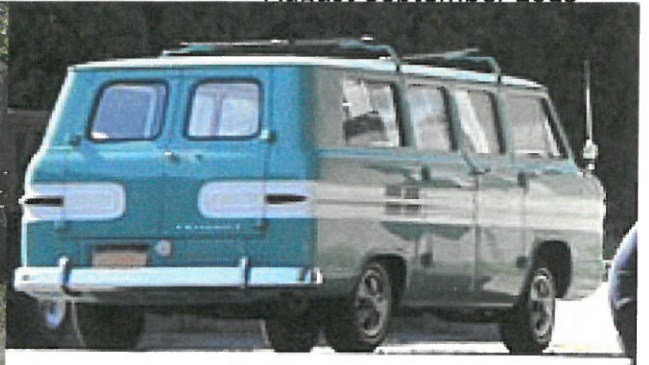
J The Vair Street Journal

The Newsletter of the Western Pennsylvania Covair Club

August-September 2015



CORVAIR GREENBRIER



Rear view of 1964 Greenbrier Sportswagon

Chevrolet introduced the Corvair lineup for the 1960 model year as the first of a series of generations of passenger compact cars. Chevrolet introduced a more utilitarian style of vehicle the following year under the model designation "Corvair 95". In appearance and design the vehicles were similar to the competing Volkswagen Transporter, which was essentially a bus-like adaptation of the Volkswagen Beetle that moved the driver over the front wheels (Forward control), also commonly defined as a cab over vehicle.

The Corvair air-cooled horizontally opposed 6-cylinder engine was located in the rear of the vehicle under a slightly raised cargo floor. It was similar in principle to the 4-cylinder engine of the Volkswagen, but unusual for most contemporary cars. The 145 cu in (2,375 cc) engine developed 80 hp (60 kW) at 4,400 rpm. Engine size was increased to 164 cu in (2,683 cc) for the 1964 model year, raising output to 95 hp (71 kW). Unlike the Corvair cars, the Corvair Greenbrier had a 95 in (2,400 mm) wheelbase and were thus known as "95s." They came standard with a three-speed manual transmission but

could be ordered with a two-speed Corvair Powerglide automatic transmission (distinct from the usual Powerglide); eventually a four-speed manual was also made available.

There were essentially two different bodies available in the 95 series: the van and the truck. The base version was the panel van (Corvan) with no side or rear windows.

The van was named Greenbrier. The Greenbrier normally had windows all around and six doors, although an option was to have eight doors where there were opening double doors on both sides. The Greenbrier seated up to nine people with the available third-row seat. The 95s and cars had an optional heater running off of gasoline from the vehicle's tank. The Greenbrier also had a camper option. Ford and Chrysler introduced compact vans of their own (the Ford Econoline and Dodge A100), using a more conventional water-cooled engine mounted between the front seats. As these became successful, General Motors responded with its own design which placed the Chevy II sourced engine in a "doghouse" between and behind the front seats. The forward engine

design allowed a flat rear floor with low deck heights in the rear of the van for loading/unloading cargo. General Motors stopped producing the truck versions of the Corvair in 1964 and the Greenbrier was the only remaining 95 in (2,400 mm) wheelbase Corvair for 1965. Eventually, Chevrolet and Volkswagen would abandon rear-engined vans in favor of conventional or front-wheel-drive water-cooled engines.

Although the Greenbriers were a limited success, passenger vans would continue to evolve through full-sized vans. The similarly sized 7-8 passenger would become a successful vehicle segment by the 1980s as alternatives to station wagons.

Overview		Dimensions	
Production	1961–1965	<u>Wheelbase</u>	95 in (2,413.0 mm)
Body and chassis			<u>179.7 in (4,564.4 mm)</u> (Sportswagon) [1]
<u>Body style</u>	<u>6-door van</u>	Length	<u>179.75 in (4,566 mm)</u> (Pickup) [2]
	• 8-door van	Width	70 in (1,778.0 mm)
<u>Layout</u>	<u>RR layout</u>	Height	• 68.5 in (1,739.9 mm) (Sportswagon)
<u>Platform</u>	<u>Y-body</u>		• 70.8 in (1,798.3 mm) (Pickup)
Related	<u>Chevrolet Corvair</u>		
Powertrain			
<u>Engine</u>	2.4 L <i>Turbo-Air</i> H6		
	• 2.7 L <i>Turbo-Air</i> H6		
	2-speed <i>Corvair Powerglide</i> automatic		
<u>Transmission</u>	<u>3-speed manual</u>		
	• 4-speed manual		

WANTED

Dan and Celena are new owners of a 1969 Corvair. Unfortunately the engine is in need of serious repair. They removed the engine from the car and begin to rebuild it, and are in search of a decent running 110 that will mate up to a 3 speed tranny. If any member has, or knows of a running 110, will you please contact butchko-dan@gmail.com or Jim Weppelman and he will pass the information along.

If you are looking for 1965 or older Corvair car mats, contact Les.

WELCOME TO WPPC

CELENA (Lena) AND BUTCH (Dan) BUTCHKO

Interview by Jim Weppelman



Celena and Butch joined WPPC about 3 months ago. They currently own 2 Corvairs. The unique appearance of a Corvair got them hooked on the car.

They currently own one which is a 1969 base 500, green on green, 3 speed, 110hpm and they will become the owners of a second Corvair soon. It is a 140hp, 4 speed, 22,000 original miles!

Celena and Butch have been married three years and reside in Slippery Rock. They have 5 children between them. In their spare time, Celena cooks and cars are Dan's hobby.



Minutes of July 28, 2015

Officers Present

Don Cekus, Vice President:
Darlene Kady, Treasurer
Pat Greenwald, Secretary

Board Members Present:

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

The meeting was called to order by Vice President Don Cekus.

The minutes of the May 26th meeting were approved as printed in the newsletter.

Darlene Kady's treasurer's report showed a balance of \$2739.14.

Don welcomed new members Stan and Salina Butchko.

Don gave a short report on his experience at the Knoxville convention.

The July 25 – 26 wine trip was a great success. Fifteen people attended. Thanks to Jim and Terri for great planning.

Rod Murray talked about the garage sale of Corvair parts in Munhall.

Al Friend distributed copies of an article from a 1966 issue of OLD CARS that called the Corvair the most significant car ever.

Les Walter reported that he attended a covered bridge tour in

Washington County.

Jim Weppelman reported that he is planning a rally for August 29th. Start and end will be in North Park and a picnic will follow. He will get the information to the newsletter editor.

Jim Madden discussed the upcoming club picnic at his home on August 8th. He needs a count by Friday, August 31st. Email him if you are planning to attend. Jim Heatherington made a motion to reimburse Jim Madden for his expenses for the picnic. With a second by Sarah Lucas and a vote of the members, the motion passed.

Steve Puskas talked about the car tour in Butler on August 22nd. Details and registration form were in the last newsletter.

Tim Desmond passed around a copy of "Rolling", the magazine of the Volvo Club of America. It contains a picture and a very nice article about his Volvo.

Rod Murray brought copies of past Communiques for the taking. He also distributed copies of "Corvair Fun Facts". The top of the page has a graphic with information about our club. He suggested it could be copied and used to place on Corvairs we see and do not recognize as belonging to club members.

Darlene Kady discussed the upcoming homecoming event in Plymouth, Michigan on August 20-23. Those who have attended this event in the past agree it is a won-

derful event.

Al Friend displayed a placard made for him by AACA with information about his '64 Corvair. If you are a member of AACA you can get one for your car for \$25.00. Al also has a DVD of a combined AACA and WPCC event from about 20 years ago. He hopes club members will view it at a future meeting.

Al spoke about another trip to the Air Force Museum in Dayton, OH. It is tentatively set for the fall of 2016. Mark your calendar.

Don has two Corvairs for sale, a '61 Greenbrier and his white 4 door. Both are turn-key.

Respectively submitted,

Pat Greenwald

CHARLOTTE HAMLIN

Charlotte and Vaun were original members of the WPCC and up until Charlotte passed away she would be in touch with members of the Club and was so appreciative that we kept in touch with her. She especially liked receiving the Newsletter. We can thank Charles Lucas for that!

Below is the death notice

HAMLIN CHARLOTTE NESTER

Age 81, of Sun City, Florida, formerly of Pittsburgh and beloved by many for her sweet and caring way, on Tuesday, July 28, 2015. Born in Beltsville, MD, she was the daughter of the late Solomon Silas Nester and Wavie Marshall Nester Pepe. She lived in Pittsburgh, PA, and retired to Sun City, Florida with her husband, the late Vaun Hamlin, in 2001. Charlotte worked for Marsh and McLennan as an administrative assistant until her retirement. She was preceded in death by her parents, husband and two brothers. She is survived by her sister, Nona Krena; nieces, nephews and many friends. Friends welcome Friday 2-4, 7-9 p.m., WILLIAM SLATER II FUNERAL SERVICE (412-563-2800), 1650 Greentree Rd., Scott Twp. Funeral Service Saturday 10:00 a.m. at the funeral home. In lieu of flowers, memorials may be made to SCC Emergency Squad, 101 Ray Watson Drive, Sun City, Florida 33573 or Chartiers Valley U.P. Church, 320 Old Washington Pike, Carnegie, PA 15106.

www.slaterfuneral.com

REST IN PEACE CHARLOTTE...YOU'LL BE MISSED!

PEG AND BOB MORGAN, JR
(Interview by Jim Weppelman)



Peg and Bob Morgan have been members of WPPC for 15 years or more. They own 5 vehicles and one of them is a **1967 Corvair Monza, 4 door, 110**. Peg was introduced to the Corvair by her dad and her first car was a Corvair.

Peg's family lived in a house where the driveway was extremely steep. She remembers her dad putting chains on the cars in the winter time. When he purchased the Corvair he found it would go straight up the mountain-

ous driveway with no chains. HE LIKED THAT; thus making Peg a big fan of the Corvair!

Bob and Peg (Margaret) also belong to the Beaver Valley Model A Car Club, Pittsburgh Circle Track Club and Twin State Automotive Club.

Their other hobbies include coin collection, H.O. Trains, and volunteering for the Southwest Butler Chapter of Habitat For Humanity. They open their house the second week of

November for a train show to benefit the organization.

Peg and Bob have accomplished another major feat. They will be married 43 years on September 22..



PEG'S FIRST CORVAIR

**CONGRATULATIONS BOB AND PEG!
MAY YOU HAVE MANY MORE HAPPY AND HEALTHY
YEARS TOGETHER**

INFORMATION TO KEEP YOU UP TO DATE ON THE TRIP PLANNED TO THE NEW NATIONAL MUSEUM OF THE U.S. AIR FORCE....STAY-TUNED. IT'S COMING SOON.

From the Office of Public Affairs,
National Museum of the U.S. Air Force™

New Exhibits

Missile and Space Gallery Temporarily Closed



The National Museum of the U.S. Air Force's Missile and Space Gallery will be closed temporarily, through early May, for construction linking the gallery to the Museum's new building, which is scheduled to open to the public in the spring of 2016.

Plans for the fourth building project design call for the Missile and Space Gallery's exterior wall panels to be removed on the south side to form new entrances on the first floor and mezzanine levels. Once completed, the new, 224,000 square foot fourth building will offer the public both ground and upper level views of all the new galleries (Presidential Aircraft, Research and Development, Space, and Global Reach).

Artifacts and exhibits listed at www.nationalmuseum.af.mil/exhibits/missile/index.asp will not be accessible while the gallery is closed, except for the Apollo 15 Command Module, Dyna-Soar X-20A, Aerojet Aerobee Rocket, and the Gen. T.D. White and "Five Stars in Space" exhibits. Although the public will not have direct access to most of the artifacts in the Missile and Space Gallery during the closure, a video featuring those exhibits will be available for viewing at the gallery entrance.

The public is also encouraged to explore the gallery online by visiting the Museum's virtual tour at www.nmusafvirtualtour.com.

The virtual tour allows visitors to take a virtual, 3D, self-guided tour of the entire Museum. Visitors can navigate from gallery to gallery either by using a drop-down map or by following navigational arrows connecting the individual nodes. Icons indicate hotspots where the visitor can get additional information such as videos, audio and links to online resources.

According to Museum Director Lt Gen (Ret) Jack Hudson, although the closure of the Missile and Space Gallery creates a short-term inconvenience, the long-term benefits are well worth the wait.

"The fourth building will bring many advantages including the relocation of the popular Presidential and R&D Gallery aircraft from a controlled-access portion of Wright-Patterson Air Force Base to the main Museum campus where they will be accessible to all visitors, along with the Global Reach Gallery and an expanded Space Gallery," said Hudson. "In addition, we will be able to display some artifacts that had previously been kept in storage, such as the Titan IV launch vehicle, or kept outside, such as the C-141 *Huacal Taxi* and the C-130E."



The \$35.4 million fourth building is being privately financed by the Air Force Museum Foundation.

Construction of the fourth building continues to progress. Utility lines have been installed, and the steel trusses are being erected. During the winter months, metal siding will be added along with the roof. The building is expected to be completed in late summer 2015, and the Museum will then begin populating it that fall with aircraft. A public opening is anticipated in spring 2016. More photos of the expansion project are added weekly to the Museum's website. Go to www.nationalmuseum.af.mil/photos/index.asp and under Featured Slideshows, click on Museum Expansion.

Pictures of this incident have been floating around for years. These aren't very clear, but they're among the best we've seen. Tony Cassanova forwarded them, along with the following eyewitness account. Does anyone have better photos, and can anyone provide further details to flesh out a legend? What unit was the aircraft from? Has enough time gone by to acknowledge the crew without fear of repercussions?

THE STORY BEHIND THE PICTURES



Capt. Chris Buhlmann, a Reservist with NavAirSysCom, has the story on this fly-by of Ranger (CV-61)—enough to change our attitude toward Air Force B-52 drivers.

“I witnessed this fly-by personally. The pictures were taken in the Spring of 1990 as we started our deployment to the Persian Gulf. I was up in the tower with the Air Boss as the Viking squadron rep for the launch/recovery and these BUFF drivers (two of them) called that they were at eight miles for a fly-by. They had been Orange Air for a big war-at-sea exercise we were doing.

“When they called five miles the boss said ‘We don’t see you.’ and heard back, ‘Look low.’ Out on the water we saw the smoke trail first as the planes merged with the color of the water. At about two miles we could break them out and the two BUFFs came by at twenty-to-thirty feet off the water splitting the ship at about three hundred and fifty knots. Then they pulled up and did a big planform one-eighty and said, ‘Want to see that again?’ The Air Boss said ‘hell, yea.’ So they went back out and did it again. It was the only time in my twenty year career that I have seen any service’s jets purposefully flying below flight deck level.”

—Taken from an unknown Navy publication and posted on internet, “Courtesy Boom Powell”



letters

My 1967 122S Wagon

I bought my Volvo in 1986 from a college student who drove it home from Dallas, Texas to Pittsburgh, Pa. for Christmas break. It was in such bad shape that he knew it wouldn't make it back. It had a worn-out B18 engine with a hole in the number 1 piston the size of a dime. I bought it and he flew back to Texas.

It took me a year to gather new and used parts. I built a B20 engine with the cylinders bored .30 over and a two-barrel Weber downdraft carburetor. I redid the interior to my liking. I never cared for the 122 vinyl seats so I had a set of 1970 142 fabric front seats with headrests reupholstered and had the rear seat done to match the fronts.

I finished the car late in 1987 and the first VCOA meet I attended was in Leesburg, Va. in 1988. The car ran great all the way there and back to Pittsburgh, Pa.

While I was in a line-up at the show with about 10 other 122s, a fellow walked up, examined my car, and said it was the nicest 122 wagon he had seen. The person was Joe Lazenby. Joe might not remember the encounter, but I sure do.

That made the trip to Virginia all the more worthwhile. I've shown it at various local shows since then. In July 2014, I was invited to the Pittsburgh Vintage Grand Prix. They loved the car and invited me back the next year. I'm grateful for the response, but more often than not, folks are only interested in speed and horsepower.

My main goal, now that I'm retired, is to attend as many VCOA meets that I can. I want to go places where the car is recognized and appreciated. I aim to give the car more exposure in 2015.

I'm very proud of my car and I'm glad I didn't skimp on parts, panels, and materials during the restoration. I know it's not 100 percent original, but I feel the interior modifications I made improved the car. It certainly made it more comfortable to drive.

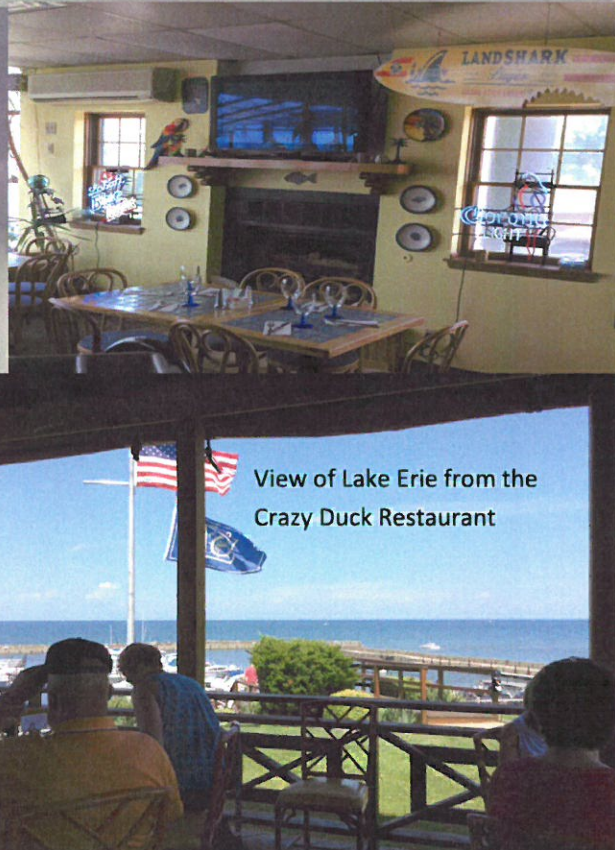
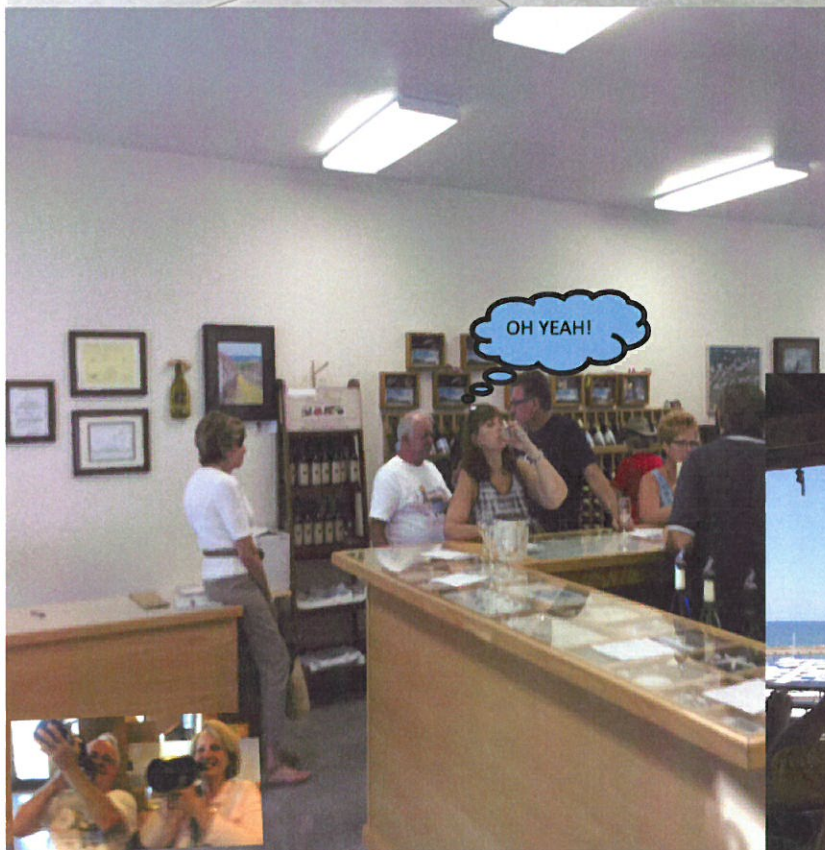
Volvo produced some very classy wagons during the 60s and 70s. I've owned four 145s, but I like the 122 the best.

Timothy Desmond
Pittsburgh, Pa.



Wine Tour

Sponsored by Jim Madden and Terri Washington



EVENT FLASHBACKS

August-September 2015

THE PICNIC
Sponsored by Jim and Terri



It was a great day. The weather was beautiful...Good food with Great people. Thank you Jim and Terri for hosting the picnic. It was enjoyed by all.

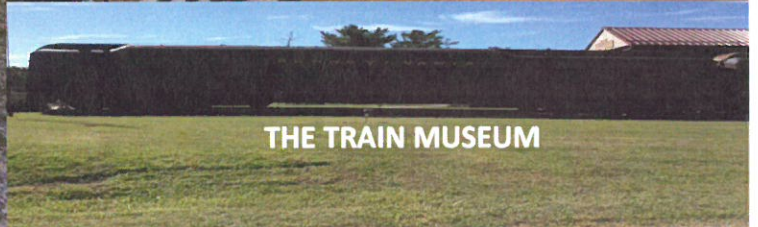
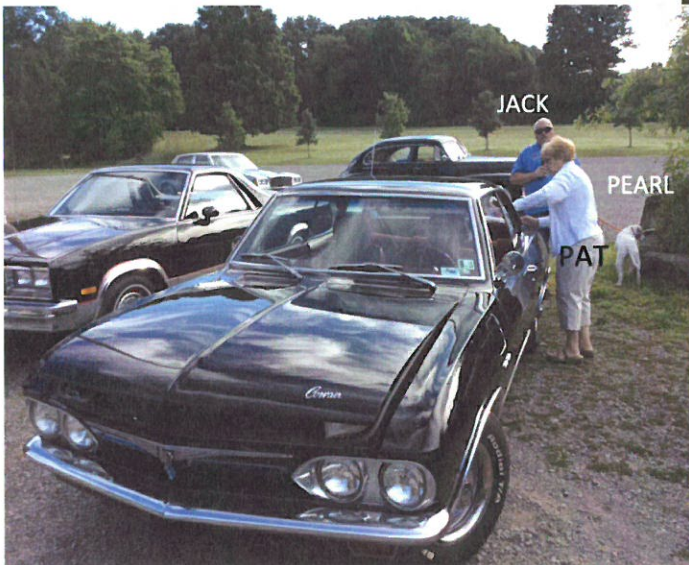


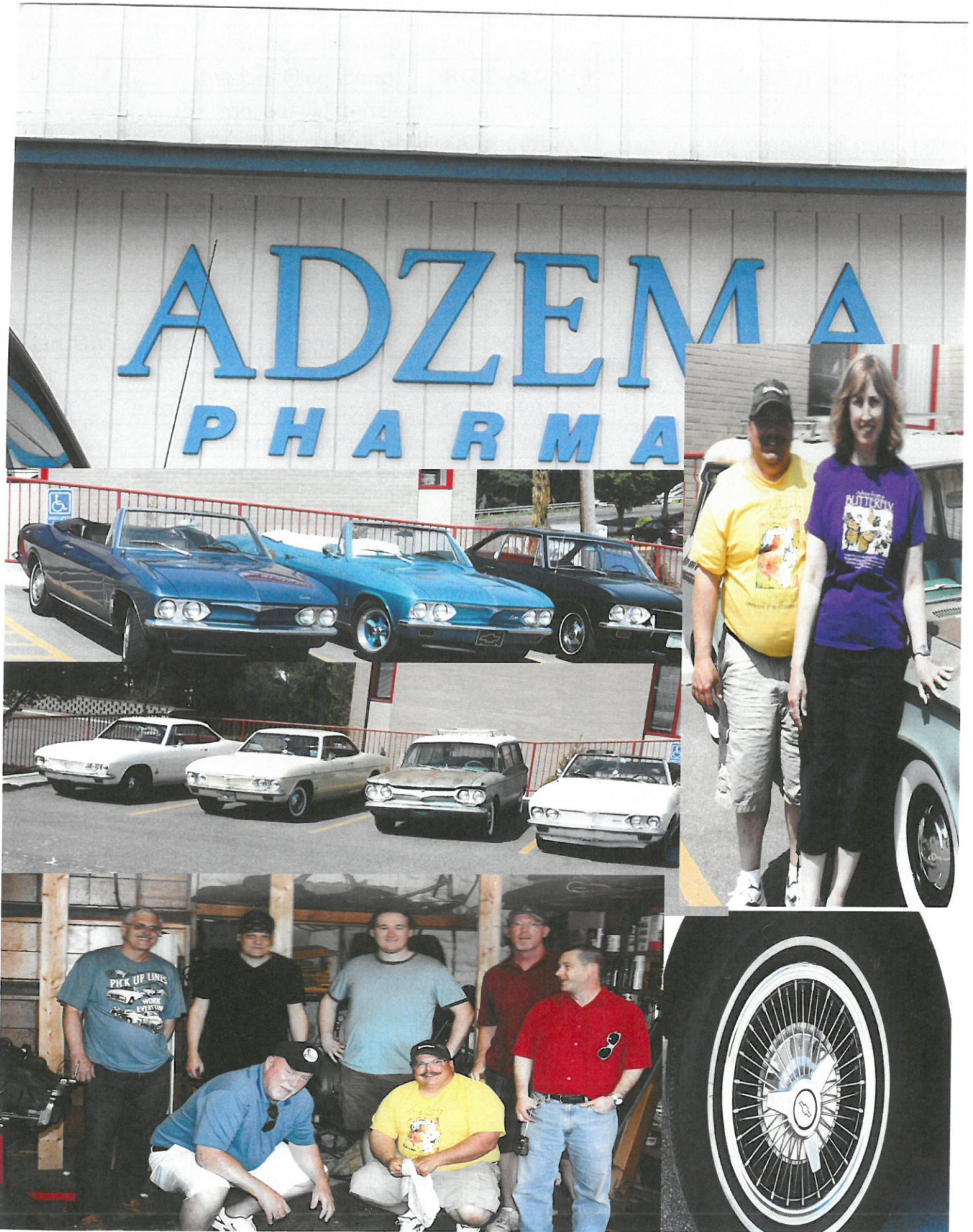
EVENT FLASHBACKS

August-September 2015



Thanks Steve for turning the Club onto this event.





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