

J U L Y , 1 9 9 3

MINUTES OF THE JUNE, 1993, MEETING  
OF THE WESTERN PENNSYLVANIA CORVAIR CLUB

The meeting was called to order by President Don Baker. The other officer present was Vice President Ray Horn. Board members present included Vaun Hamlin, Laurie Maglietta and Wayne Jones. The minutes of the May, 1993, meeting were accepted into the record as printed in Vair Street Journal. There was no Treasurer's report due to Carol Friend's absence.

The site for this meeting was in the private room of the Old Country Buffet in the Great Southern Shopping Center. Everyone had a chance to indulge in many trips to the various tables of fine cuisine. With our appetites satiated, we got down to business. Don reminded people that name tags were available, and those who had not previously purchased said tags had the chance to do so.

Vaun Hamlin then turned attention to the upcoming Independence Day holiday week end. He asked for a show of hands of those who were planning to attend the post-parade picnic which was set to occur at the Iroquois picnic grove of Settlers Cabin Park. The group then decided in which parade, Brentwood or Canonsburg, the individuals would participate.

Wayne Jones informed the club of a call to him by the Crafton Celebration committee. There was lackluster support for this because of an unpaid parade contribution due the Club for our participation in their parade two years ago. Wayne volunteered to follow through and inform people whether to show up for the June 30 parade at Crafton.

Bill Artzberger reminded the group of a car show to benefit the Pennsylvania Trolley Museum.

Discussion then turned to the Vintage Grand Prix. This year promises to be a lesson in flexibility due to the closing of the bridge between the Carnegie Museum and Phipps Conservatory. Please consult this edition of the Journal as to where to go the morning of July 24.

Don Baker informed the group that the "Great American Race" will be travelling through Pittsburgh.

Bill Artzberger informed the Club about a car show at the Carson School on Cumberland Road in the North Hills. The date for this show is July 18.

Please remember the Hannastown event scheduled for August 8. For more information, please call Jean and Bill Brill.

The Lake Raystown trip is coming together nicely, and this event promises to be a good celebration of the Club's 20th Anniversary.

Don Baker informed the group that the Northeast CORSA chapter will be holding time trials at Limerock Raceway in Connecticut.

On a motion by Don Baker and a second by Bob Hieber, the meeting was adjourned.

Ray Horn

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Of general interest, three people attended the South Hills meeting who have been members for a long time and have never been to a meeting before this because of the location. It was good to see them and be able to put names with faces at long last!

JULY 4th

CANONSBURG PARADE

The turnout for the Canonsburg parade was, at best, slim and, at worst, pathetic. As of the June meeting, there were a requisite five cars going to the parade; but on the morning of July 5, only two cars showed up. The attendees were Ray Horn and guest, and Vaun Hamlin. It is realized that Canonsburg people were first to limit our participation, but this reporter feels we have taken it a little too far.

The parade itself was a usual success. Canonsburg has one of the largest Independence Day parades in SW Pennsylvania, and the reactions of the crowds along the route were definitely positive.

BRENTWOOD PARADE

The turnout for the Brentwood parade was slightly better, but certainly not the old numbers we used to see. Parade participants included the Briers, the Brills, Bob Hieber, the Nizinskis, the Stoltenbergs, Wayne Jones & family, plus Dale & nephews.

PICNIC

After the parades in Brentwood and Canonsburg, the Club found its way to the Iroquois picnic grove in Settlers Cabin Park. While most members opted to trade the air cooled hot boxes for their air conditioned water pumpers, Bill and Jean Brill and Wayne and Judy Jones can be commended for bringing their Corvairs to the picnic. Vaun Hamlin also brought his Lakewood to the picnic, but that was a necessity since he had it loaded to the hilt with all of the party supplies. Everything except buns that is. So, poor Vaun had to make a mad dash to get the buns while the burgers were grilling away. All kidding aside, Vaun should be highly commended for the great work he did to make the picnic a success. THANK YOU, VAUN!!

Ray Horn

MAKE-A-WISH FESTIVAL

Our Corvairs are invited to the Make-A-Wish Foundation Hot Air Balloon Festival at Hartwood Acres on Saturday, September 18, 1993. A roped-off area and soft drinks will be provided. Some other car clubs may be there, too. At noon, there will be games, craft booths, food booths, petting zoo, clowns and stage entertainment. At 3:00, there will be tethered balloon rides (weather permitting). At 5:00, there will be 30 hot air balloons participating in a mass launch for a balloon race.

In order to get free admission, you must either have a pass or be able to talk your way in. Passes will be available at the July and August Club meetings, or call me at 653-6061 and I will send you one.

Hal Goff

FOR SALE

1968 award-winning Monza sport coupe, 95 hp, auto, Palomino Ivory exterior, gold original interior, 26K miles, new radials & new battery. Always garaged, covered since completely detailed. Best offer over \$6,500 Bob McCune 856-9392

'67 Monza hardtop, 140/4-speed, former well-known show winner -- custom paint & interior Rich Panizza 776-5313

1962 Corvair Monza Coupe, auto, less than 60,000 original miles, red exterior/black interior, in dry storage since 1978, bias ply tires, rust around gas filler door on left front fender, dent (no rust) on right rear fender Doug Sherman 215-692-3574

'63 Spyder Convertible, black, 4-speed, new exhaust, viton "O" rings & considerable mechanical work \$2,000 complete Charlie O'Hare 831-0571

# Pittsburgh Vintage Grand Prix and Super Cruise

One of the premier vintage auto events in the country, the Pittsburgh Vintage Grand Prix has grown over the past ten years into a week-long series of car related activities. This year the event will be held on July 18th through the 25th.



Race week begins with a city-wide Kickoff Rallye and Media challenge, followed by special car shows, receptions and a classic car cruise. It culminates with an action-packed Race Weekend that features a classic car auction, more car shows and displays of hundreds of Foreign and American cars.

Marque of the Year for 1993 is the Corvette, and on hand to help celebrate its Fortieth Anniversary will be Marque Ambassador Zora Arkus-Duntov, the "Father" of this unique sports car that has become an American institution. Other celebrities and dignitaries will also be present including Honorary Race Director Phil Hill, America's only world racing champion.

Sanctioned by the Vintage Sports Car Club of America, the Pittsburgh Vintage Grand Prix is the only all volunteer managed and operated event of its kind. Approximately 1,100 volunteers give their time throughout the year to organize this week of activities. The proceeds from the events will benefit two worthwhile charities: Allegheny Valley School and the Autism Society of Pittsburgh.

## Some of the events scheduled for the Race Week:

- Sunday 7/18..... Kickoff Rallye  
Craig St., Oakland
- Monday 7/19..... Preview Car Show  
Walnut St., Shadyside

- Tuesday 7/20 ..... Jazz Night at "Rosebud"  
Strip District
- Wednesday 7/21 ..... Showcase Car Display 12-2  
PPG Place & USX Tower
- Thursday 7/22..... **Classic Car Cruise**  
"Donzi's", Strip District
- Friday 7/23 ..... Classic Car Auction  
East Liberty

## Saturday 7/24

The 1993 Schenley Super-Cruise will be held at Flagstaff Hill in Oakland (near Carnegie-Mellon University). This is a non-judged event, but trophies are awarded by popular vote of other vehicle owners. The real plus is that you can't get a much better spot for the qualifying time trials being held that day. Pre-registration is \$10.00 through July 5, or \$20.00 after. Registration at the cruise begins at 8 am.

The practice and qualifying races begin at 10 am. Even if you don't attend the cruise, you may want to see the qualifying time trials, combined car shows, and other events. Saturday is the day of the Corvette 1993 Featured Marque.

## Sunday 7/25

This is the day of the main event: The featured Marque Parade will begin at 11:30, the opening ceremonies will be held at 11:45, and the six classes of vintage sports cars will begin racing at 1:00 PM.

For More info on the Schenley Super-Cruise call fellow SCC member Pete Zubritzky at 331-0438 in the evenings. For more info on the various Grand Prix events call 471-7847.

As you all, hopefully, remember, the Corvair Club, working with Bill Artzberger, provides security for part of the car show. Please plan on being out to Schenley Park at 8 a.m. and meet Bill at the bottom edge of Flagstaff Hill. For the regulars, this is where the Corvette Club has been in years past. Bill will see you there at 8:00 and tell you where to be and what to do.

The Smiths and Ray Horn will be working with Pete Zubritzky, beginning at 8 a.m., in the 50's and 60's area.

Dale Smith

THIS ARTICLE COURTESY OF TED NOWLEN -- SCC

# ALTERNATOR - GENERATOR SWAP

Van Pershing

One of the best electrical enhancements you can make to your Corvair is to replace that old generator with an alternator. A complete detailed explanation is available in the CORSA Corvair Technical Guide available through CORSA, but here's a brief explanation of how to do it.

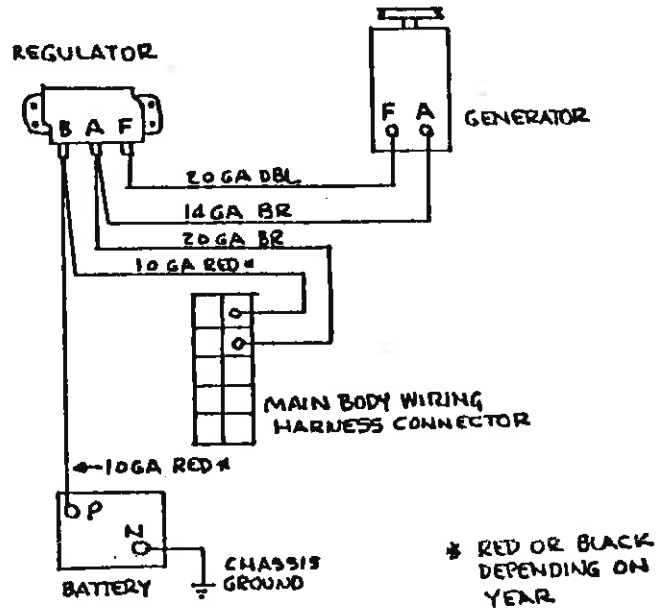
You'll need is a late model Corvair alternator, a late model oil filter adaptor (the piece the alternator mounts to) and a late model voltage regulator. You'll also need the connector that plugs into the voltage regulator and the little connector that plugs into to the alternator. You can either snip them off a late model car during a monthly club meeting or order them from your favorite Corvair parts vendor. Try your local Auto Zone or Pep Boys for the small connector for the alternator. It was used on every car ever made and they usually have them on those "Help" cards. All that along with a few miscellaneous items like solderless wire connectors, some wire, electrical tape, etc. and you're ready to go.

For those who would rather have an alternator with a built-in regulator like all the newer cars have, stay tuned and we'll tell you how to do that next month.

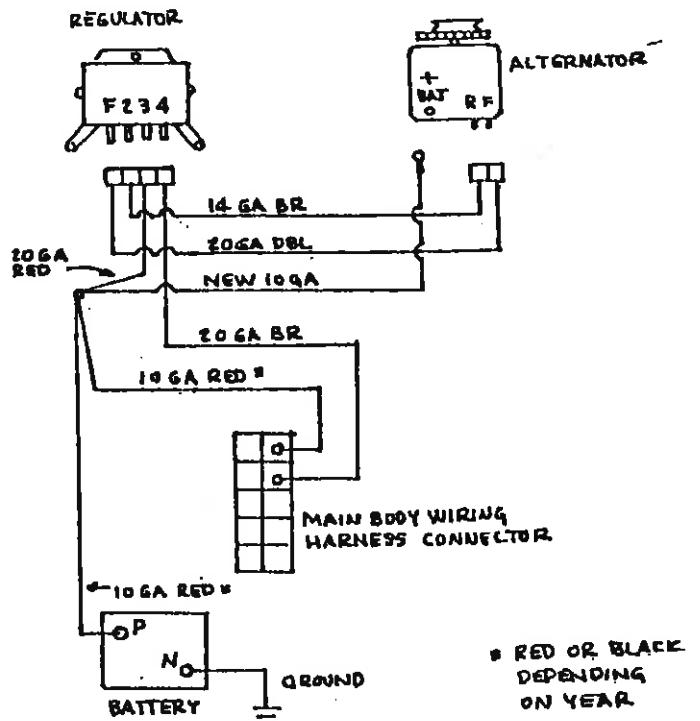
Check over the accompanying "before" and "after" diagrams and you will be able to redo your existing system and make it work like a charm. We did this conversion on our Greenbrier and rid ourselves of the old generator which went through brushes more often than desired.

If for some reason you are unable to find an alternator that works, don't be alarmed. Just take the front housing (the piece that has the mounting ears one it) and the pulley/fan off the nonfunctional alternator and purchase a rebuilt mid 70s GM alternator from your local parts store. They won't have a Corvair unit but all you have to do is take off their pulley

and housing and replace it with the one off the Corvair unit. Be sure to swap out the bearing from the new one. It is absolutely necessary to use the Corvair pulley and cooling fan. The new pulley/cooling fan blows air the wrong way!



1960-64 Generator System



Alternator Conversion 1960-64

## IN MEMORIUM

The WPCC family extends its deepest sympathy to Becky Ross on the death of her husband, Don. For the past several years they have been very active members of the Corvair Club and, even as Don's health failed, they made sure their beautiful green & white Rampside was made available to another member of the Club so that it would be present at events.

Don was well known in car circles throughout the country. Among other things, he actively raced. In his younger days, Don delivered Duesenbergs from the factory to waiting owners. Among his truly special attributes was his interest in young people and his ability to talk to them about cars in general and cars of a bygone age in particular.

Don will be sadly missed within the Club. Our sympathies to the Ross family.

Bob Hieber

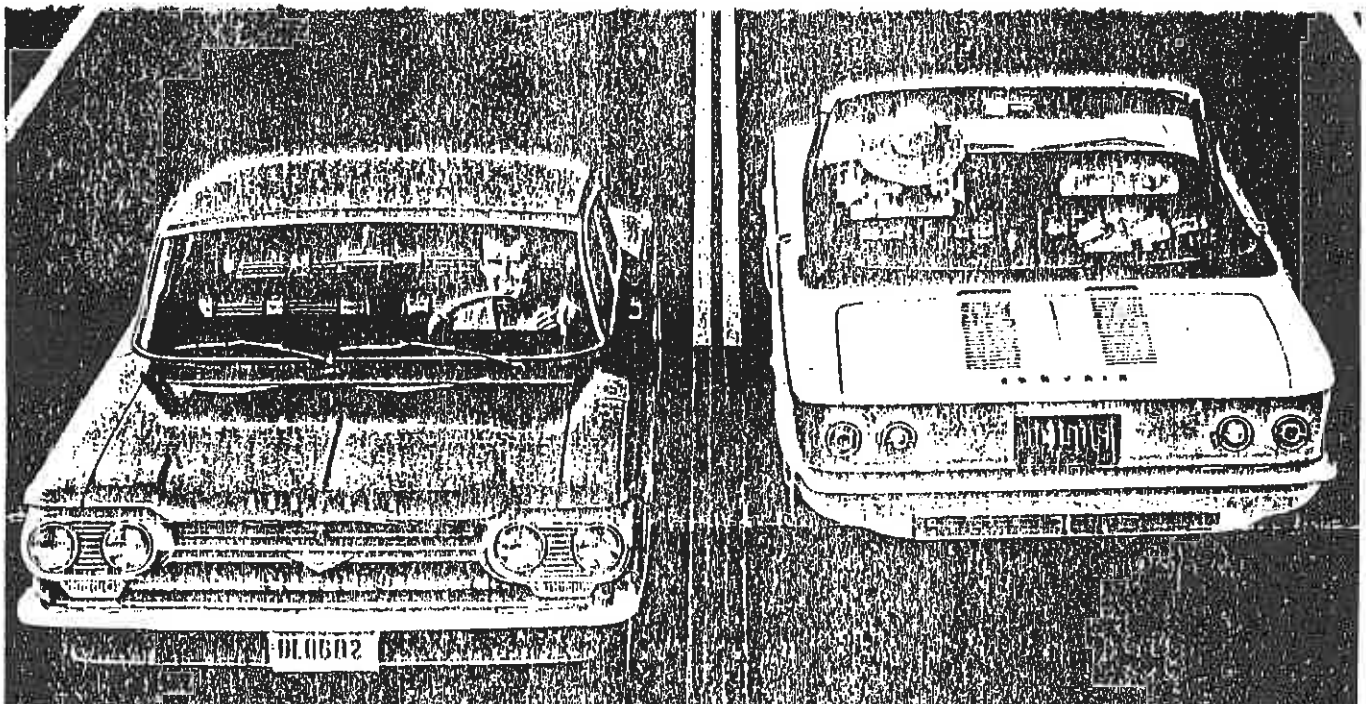
The Corvair Club extends its sympathy to Kay Tintsman and her family on the death of her husband, Bud. They were not as well known to the Club, because their interests were varied. Bud was the chief pilot for Alcoa, starting out as a cleaner in the hanger over 30 years ago, becoming a mechanic, then qualifying as a pilot and advancing to chief pilot. He owned his own plane, a four-seater, as well as an old-style Corvette. He loved old cars and always fixed them up to near-perfect condition.

Those who have seen Bud's 1964 Corvair know it to be a real beauty. The maroon, low-mileage coupe came from an estate sale and looks like new. The seats seem never to have been sat on. The engine is perfect and never leaks oil! Rumor has it that the tires are the originals.

In 1992 Bud Tintsman was the first person ever named Allegheny County Airport "Man of the Year". He was well known and respected in the aviation community of Greater Pittsburgh. Much of his free time was spent at a home near Seven Springs with his family.

Although Bud and Kay were not able to attend many Corvair meetings and events, Kay plans to drive the Corvair herself and is looking forward to moving it from winter storage to her home. We look forward to seeing her and the car at WPCC outings in the future. Our sympathies to the Tintsman family.

Hal Goff





# 1961 Corvair 95 Rampside

*Rear-engined, small pickup rolls out the barrels*

By Mike Mueller

It was nearly 35 years ago when Detroit started thinking small in a big way. To combat the pint-sized British import invasion and Volkswagen's scaled-down blitzkrieg, Chevrolet's Corvair and Ford's Falcon debuted in the fall of 1959 to the delight of 685,000 budget-minded buyers. Yes, compact American cars bloomed, of all times, at the close of the fabulous '50s, when bigger meant better and ostentatiousness was standard equipment.

Perhaps even more surprising was the appearance of small American trucks in 1961. Like U.S.-built compacts, downsized utility vehicles were not exactly new in this country. Powel Crosley's cargo-carrying roller skates, first offered in 1940, quickly come to mind. But seeing more socially acceptable mini-pickups in the mainstream became big news once Detroit's major players finally decided it was their turn to make a small splash in the traditionally tough truck waters.

Inspired by Wolfsburg's successful penetration into the United States with its VW Microbus, Ford and Chevrolet rolled out practical copies utilizing their year-old compact car platforms. Like Ford's Falcon-based Econoline series, Chevrolet's Corvair 95 models came in both van and pickup form and were of "forward control" design, meaning that all steering gear was located ahead of the front wheels.

Featuring rigid unitized body construction on a shortened Corvair chassis measuring 95 inches hub to hub, the aptly named Corvair 95 line was powered by the same air-cooled, rear-mounted 145-cid "Turbo-Air" pancake six found behind the back seats of '61 Monzas.

Thanks to its aft engine location, Corvair 95 cab comfort and seating capacity were superior to Ford's forward control counterparts, as an Econoline driver and passenger had to share precious space up front with an inline six-cylinder powerplant perched between the seats. Four-wheel independent Corvair suspension was also

used, although more suitable 14-inch wheels replaced the car line's 13-inch rims.

Four different 1961 Corvair 95 models were introduced. At the top was the upscale, six-passenger Greenbriar window van. Adorned with "Greenbriar" script in place of the "Corvair 95" badge found on the three lower-priced machines, the Greenbriar was actually marketed not as a truck, but as a station wagon, even though it was a dressed-up version of the windowless

to stern, nearly two feet longer than an Econoline's, and the Corvair 95's 1900-pound payload rated at 250 pounds more than the snub-nose Ford. Lightweight (2730 pounds) and relatively low-priced (\$2,080), a Rampside was, by most accounts, even better looking than Ford's gangly Econoline thanks to the Corvair 95's lower overall height; 68.5 inches, compared with 78.5.

Nonetheless, Chevrolet's Rampside never really caught on. Following a decent response in 1961 (10,787

sold), production dropped dramatically, down to 4102 in '62, 2046 in '63, and a mere 851 in '64 before the idea was mercifully discontinued, leaving only the aloof Greenbriar van to continue the Corvair 95 legacy for one more model run in 1965.

What happened? Undoubtedly, the American market wasn't exactly ready for downsized pickups. In the early '60s, a half-ton truck was still a real man's machine with most examples surpassing the Rampside's 4600-pound maximum gross

vehicle weight rating by nearly 1000 pounds. But more to the point was the Corvair 95's unique rear-engine design, an arrangement that had both its advantages and disadvantages. Most prominent on the down side was the multi-level cargo floor required to house the Corvair's opposed six-cylinder beneath the bed's rear section. Much of the benefits gained by the loading ramp were basically lost due to the floor's large step-up located toward the rear of the ramp's opening. Sure, you could roll your beer kegs up into the bed with relative ease, but driving away with a weekend's supply still required some dreaded lifting.

Although a three-piece plywood and angle-iron "Level Floor Option" was offered, it not only was difficult to place and remove, it also, of course, negated the whole Rampside idea. In the end, a typical plank down the tailgate of a typical half-ton pickup with more cargo space and load capacity still proved effective, just as had before the Rampside came along, perhaps indicating that Chevrolet's unique side-loading pickup represented a solution to a problem that really didn't need solving. ■



Slow-selling, rare Rampside now a Corvair collector's dream truck

MIKE MUELLER PHOTO

"Corvan," a purely utilitarian vehicle clearly listed among Chevrolet truck ranks. By stripping off the Corvan's rear roof and upper cargo compartment walls, Chevy designers created an unmistakable Corvair 95 truck, a true half-ton pickup made available in "Loadside" and "Rampside" forms.

As the name implied, the Corvair 95 Rampside pickup featured a unique cargo loading ramp located behind the cab on the passenger side, a practical idea made even more practical by the Rampside's low main bed floor. Remember, there was no drive-shaft running beneath Chevrolet's forward control truck. Loading beer kegs into a Rampside was as easy as dropping the side gate to the ground and rolling the brew up the slight incline into the bed. To prevent paint damage to the area where the gate made contact with grass or gravel, designers wrapped a ribbed rubber mat over the gate's upper edge.

On paper, the Rampside looked like a winner, especially considering Chevrolet's Corvair 95 trucks topped Ford's forward-control rivals where it counted. A Rampside's cargo box measured 105 inches stem

## A Comparison The Tucker and The Corvair

Perhaps you have seen the movie TUCKER or have seen a picture of one and said to yourself, "I'd give anything to ride in a Tucker." However, you probably won't get that opportunity as only 50 rolled off the assembly line. It was the car of Tomorrow... Today. It had an all aluminum air-cooled aircraft engine in the rear, and individual suspension. It was not until almost 30 years later that a similar car was entered into the automobile market. Do all of the above features sound like features in your favorite automobile- the Corvair?

Your Corvair, with its American built-air-cooled-rear engine, may be as close to a Tucker as you will ever come. The Corvair and the Tucker possess many nearly identical design features. The differential is integral with the engine and transmission. The Tucker and the Corvair both also sport independently sprung rear wheels through "U" joints.

Critics, both in and out of the government, ridiculed the Tucker and the Corvair when they were released. Many people complained the location of the Tucker's gas tank. The same complaint arose about the Corvair, with its gas filler cap in the crown of the left fender and the spare stash in the trunk (like in the 1960 Corvair). Although the engines of the Corvair and Tucker indicate that they had similarities, they are not identical in that the Corvair is a flat opposed "six", constructed mostly of aluminum, using carburetors instead of fuel injection, and is designed to burn regular gasoline. The Tucker's "straight stick" had four speeds, while many Corvairs' manual transmissions have a 3-speed, (although most people preferred the 4-speed option over the 3-speed). About the only similarity in the automatic transmissions is that both the Tucker and the Corvair use planetary gears. The first Tuckers used a fluid coupling, the Corvair however, used a torque converter. The Tucker may be more economical because its design put it in positive gear above idling speed.

Can the Corvair outperform the Tucker? This question is open to argument, until both cars are put in a race or in a timed run. The Corvairs' rear engine should be superior to the first Tuckers' mechanically because of the time that GM spent in research and testing. The Tucker's air-cooled engine (rated at 200 H.P. with an overall weight of 3,600 lbs.) would have 18 lbs. per H.P.. The Corvair's 140 engine (rated at 80 H.P. with an overall weight of 2,415 lbs.) has 30 lbs. per H.P.. The Corvair's "power kit" and new 4 speed transmission should widen the gap in the wt/H.P. category making it more like a sports car, boosting H.P. from 85-90 H.P. to well over 100 H.P.

Except for the Corvair's narrow tread of 54" and 6 cylinder engine, it is very close mechanically to the second generation of cars that Tucker planned to build with 30 H.P. air-cooled "fours" and a standard tread for a combination sports car and utility vehicle.

Preston Tucker would have given his enthusiastic approval to the Corvair without even seeing it on the strength of its specifications. Both the Tucker and Corvair were cars built ahead of their time. Cars of tomorrow which both failed for different reasons.

Information taken from:

Pearson, Charles T., Preston Tucker: A Biography, THE  
INDOMITABLE TIN GOOSE., Haper & Rowe Inc. New York, N.Y.,  
1960.



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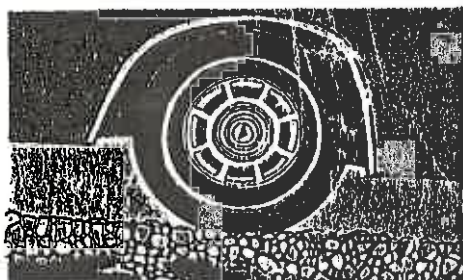
To you drivers who really love driving, this could be the most welcome new car of the year

'67 Corvair  
The rear-engine road car

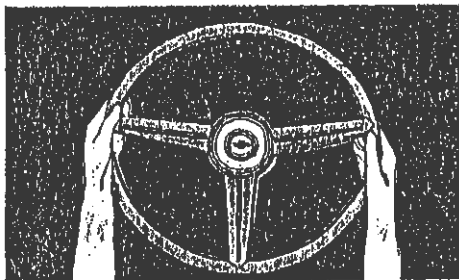


Corvair 500 Sport Coupe,  
America's lowest priced hardtop—\$2128\*

\*Manufacturer's suggested list price for Corvair 500 Sport Coupe (model 10137). To this price add white-wall tires \$28.20, and wheel covers \$21.10, which are illustrated on Madeira Maroon Corvair in foreground. All prices include Federal Excise Tax and suggested dealer delivery and handling charge (transportation charges, accessories, other optional equipment, state and local taxes additional).



New dual master cylinder brakes—Separate hydraulic systems, one for front brakes and one for rear brakes, mean that one set keeps working even if the other doesn't (an unlikely event). Red light on instrument panel warns of any pressure imbalance between the two systems.



New oval steering wheel—This easy-to-grip wheel sits atop the GM-developed energy-absorbing steering column—one of many new standard safety features. Others include 4-way hazard warning flasher and a lane-change feature incorporated in direction signal control.

Here it is—with its steering as crisp and precise as ever, its independent suspension as poised and flat-riding as ever, its styling as clean and sweet as ever. Plus new safety and convenience features that'll add to your delight in driving it. We who buy Corvair wouldn't have it any other way. And we know you drivers who really love driving wouldn't, either.



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