

THE WESTERN PA PENNSYLVANIA CORVETTE CLUB

OCT. 78

NEWSLETTER

Published monthly by the Western Penn. Corvette Club, a chartered chapter of the Corvette Society of America. Articles for publication should be in the editor's hands by the 10th of each month: Al Friend, 3677 Forbes Trail Dr. Munysville, Pa. 15668.

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CORSA renewals will be mailed to you prior to your anniversary date. Fill it out and return it to CORSA, along with a \$12 check payable to CORSA. Non-WPCC members will receive a CORSA application from our treasurer. CORSA membership is mandatory. CORSA's new address is: CORSA, Inc., P.O. Box 2458, Pensacola, FL 32503.

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WPCC MEMBERSHIP:

\$6 for calendar year. Renewal's renewal date is Jan. 1. If you join during the year, your initial dues is 50¢ for each remaining month of the current year. Half price for immediate family.

Bob Smith, Treasurer

PAYABLE TO WPCC

MAIL TO: 3256 77th. St. Ext.
Beaverfalls, Pa. 15010

OUR NEXT EVENT - THIS SUNDAY - OCT. 15 - AN EASY FUN RALLY & DINNER WITH THE GANG!

BOB, RUTH, MIKE, & TIM SMITH PRESENT WPCC's OCTOBER RALLY & DINNER THROUGH THE COUNTRY SIDE AROUND JOE HAMPTON COUNTRY (BEAVER FALLS). THIS SUNDAY, OCT. 15, 1978.

The leaves should be turning & the weather should be cool & crisp. The starting point will be Gaylord's parking lot, 2 miles south of exit 3 on the Pa. Turnpike. First car off at 10:30am. Plan to arrive solo by noon or join the Corvette Convoy departing Howard Johnson's lot in Monroeville (Rte. 22 & 40) at 10:45 AM. Wait for the Convoy along the Pike if you live between Monroeville & Beaver Falls.

Gaylord's is 2 miles south of the Pike on Route 18, it will be on your left heading south.

The rally will only take about an hour. IT IS FREE. It will be easy, scenic, fun, and there will be challenging write ins along the way. Bob informs us that we will terminate at a very good restaurant in Bridgewater, Pa. overlooking the Ohio River, trimmed in fall foliage. Gather in the bar area until everyone arrives, then we will have a sit down dinner ordering from the menu. Prices are very reasonable, and everything from hamburgers to lobster is offered. This is the last driving event of this fun filled year, don't miss it, and let's continue to see new faces at each event. REPORTANT: BRING WITH YOU: 1) At least one navigator (the more the merrier)
2) A Pennsylvania road map

DON'T FORGET THE
C.B. IF YOU HAVE ONE.

- 3) A watch of some sort (Wrist watch is fine)
- 4) A good appetite!!!

NEW MEMBERS

Bob Schillinger, Arbaugh, Pa. (814)246-6079. Bob is a 21 year old draftman who owns a 69 house coupe. Bob was recruited into WPCC by Arch & Alice Miller. Hope to see you on Sunday Bob.

OUR NEXT MEETING

OCT 24

3 PM

2d FEDERAL S & L

MONROEVILLE

Our regular meeting will be held Tuesday evening, Oct. 24, 3 PM, at 2d Federal S & L in Monroeville. The meeting place is located on Stroehlein St. across from the Miracle Mile Shopping Ctr. Try to arrive early for some Corvair talk along with coffee, pop, or beer. We will be discussing our Christmas/Hanukkah party, scheduled for Dec. 20, 1PM - 5PM, near South Park. PUT IT ON YOUR CALENDAR!! Also our attorney member, Dave Lovejoy will tell us about the advantages of incorporating. Dave Fapundic will tell us why our Nov. autocross seems to be off. If anyone knows of a paved lot, that we can use, please call Dave at 327-7361. SEE YOU THERE!!

OUR LAST EVENT AND MARTINI

Thanks again to Bill & Irene Artzberger, the 1978 version of the NYCC Gymkhana was even more fun than the 77 version, if you can imagine that! A good turnout of 30 or so people enjoyed quite a show, and 35 members & family stayed on for dinner and a brief meeting at the Garden Gate afterwards.

The courses were similar to last year, but were made easier by the addition of numbered markers, and made sportier by the addition of water in some of the buckets. The latter could be termed a dirty trick by Bill & Irene, but it sure added to the fun.

Dats (bad spelled backwards) were given out freely to all who deserved them. (EVERYBODY)!! Since the scoring was unfair, fixed, ridiculous, and down right unscrupulous, no one had to be disqualified for taking the competition seriously!! The equally ridiculous prizes were forced on the following so-called "team"!! Most of them are still not speaking to each other:

- 1st. Jim Artzberger & Sandy Burrows - (Good work Sandy, considering the pilot you had)
- 2nd. Al & Carole Friend - (Actually, Carole wasn't speaking to me, so Iaffy navigated)
- 3rd. Sandy & Jim again - (Good work Sandy, considering the navigator that you had)
- 4th. John Lantz & Bill Klotz - (Imagine - two Ohio drivers in the same machine!)
- BESTY PRIZE - Walt & Hazel Keers - (Maybe now you'll swap that Robert for a hair)

A true highlight of the "very formal" trophy ceremony was Wayne Jones' presentation of a framed certificate to Mike Smith, commending his efforts in restoring his beautiful Sc convertible. Walt & Hazel Keers brought a chest full of pop & ice cold Iron. Some parts swapping went on, along with a little soccer & football. Bill & Valma Klotz along with John Lantz, from The Friend's of Corvair Club, drove over from Ohio for the event. They are great folks, and it sure was nice to see them. Thanks again Bill & Irene, we all had a great time and it was good to see so many new faces at an event. Keep coming gang, the club needs you.

The dinner was great and the meeting was very informative. CORSA director, Bill Klotz gave us a rundown on the regional chapter meeting in Indianapolis. Bill had a good meeting of the mms with CORSA president Allan Martin and Hal Marcus, the new Executive Director. Bill recommends that all chapters back the new Corse set up and go all out to make CORSA the best automobile club in the world, and to increase membership as quickly as possible. We all feel that CORSA is now well on the road to recovery, and we all owe a great deal of thanks to Bill Klotz for caring enough about the national organization to "raise hell" when everything else seemed to fail.

THE & THAT

Ed Pezel reports that Dick Breier took a third and the Pezels took a second at the Super Chevy Show at Devereaux Chevrolet in McKeesport on Sept. 23. On Sunday Sept. 24 seven Corvairs participated in The Fall Festival of Motor Cars, also in McKeesport, with John Secters taking first in class, Ed Pezel second, and Joe Buffer third. Good show gang!!

WOW! I JUST RECEIVED THE FIRST CORSA COMMUNIQUE PUT TOGETHER BY THE NEW EXECUTIVE DIRECTOR. IT IS 20 PAGES OF DYNAMITE. IT IS EVEN BETTER THAN I ANTICIPATED WITH GLOSSY PAGES, BEAUTIFUL PICTURES & ILLUSTRATIONS, AND AN ARTICLE ABOUT "STEEL CITY CONCOURS D'ELEGANCE" ON PAGE 5. (EVEN A PICTURE OF BOB & LANDYNE HODERBAUM, ROBBY, & THE CORSA

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66 Monza sd. auto/116, 32,400 mi. exc. blue int. drive train, bad Z-mender, \$75.

Mrs. East, Marshall 461-2554

NATIONAL CONVENTION COVERAGE - That tremendous weekly publication known as "CORSA" sent a writer named Tim Howley to the CORSA National Convention in San Diego. As a result, the following article appeared in the Aug. 29 issue of "CORSA". PLEASE READ IT. After doing so, I ask you to consider doing two things, if you haven't already. #1. SUBSCRIBE TO OUR CARS. #2. VISIT CORSA. You will love them both. LST 1416 THE END!

1979 CORSAS National

The Corvair is not dead, or even close to dying. The art of Ralph Stanley's efforts to bring it out, the Corvair as a collector's item, is growing in popularity every year. Statistics show it's still keeping high's number one of the 30+ on the road. It has over 8,000 members strong, and is the largest one make club in the world. CORSA's National Convention was in San Diego July 20-22, drew 3,700 Corvairs from all over the country. It was a tremendous show of strength for a sport little idea whose time has not completely come and gone.

Before the Corvair was taken out of production in May, 1969, 1.7 million Corvairs of one model or another were built. Twenty per cent of them are still on the road, according to Randy Gardner, convention chairman. What inspired him to making the Corvair so collectible? The answers we received to this question were as varied as the participants at the Corvair Convention. Most all of them said it was the uniqueness of the Corvair. For now, during peak, did have something like one, you had another. But now there was just enough uniqueness of look, action, its outstanding economy with reliability. And that's going to happen and more important, uniqueness today.

I got a letter to drive my Corvair to Long-distance auto racing, and two from other drivers told me, I paid \$300 for a Corvair, and I wanted to race it. They're the only car I know of that will still let me drive and do it.

Others said no about racing pure sports and selected non-drinking drivers in Corvair cars. Those people who are selling parts remain not the top 10% (or 10%), the Southern California collector said all, as he proudly displayed his three trophies. With some makes the dealers have gotten to be such fanatics you can't even collect the cars anymore because of their value.

Still others talk about insurance rates on the cars. Corvairs are talk pieces. Price out what the worth of every corvair, when was one, or several, \$1,000 or less will buy you a very nice convertible. Plan that amount of time well for the good responsible ones. For a few hundred dollars you can get into a good convertible range, under or the original leather-type. Everyone at the convention seemed to have a story typed green from the

shop bought their Corvair for less or average. So they can afford to collect a and enjoy it. This seems to be the difference between the ones that are making the hobby - and the ones that are racing it. One you think is not into a unique and participate in that racing, or you have to buy it purely on a speculative basis, and spend all of your free hours looking for a bigger return than you can ever think of. Fortunately, for the collector of just the one Corvair scenario, he will find very little encouragement from the speculative side. The big sellers just isn't in Corvairs yet. The residuals has not complicated. Most car collectors prepossess. Little wonder that the Corvair Club unique and a source of revenue of old car hobbyists soft for.

This "biggest" Corvair Convention racing lasted a full four days. The activities began Thursday, July 19, with a guided tour of San Diego. Friday there was a long town tour, measure and a beach party. Saturday was the day of judgment at the Competition Center in Mission Valley. Sponsored by a hangar at which as GM style hood, Bill Mitchell, was grand marshal. The drivers put their cars to the test in a slalom, and going head to tail on a 100 foot square arena. Finally, there was an awards banquet and San Diego night race. In all, it was the best organized, best attended Corvair event ever held. The Corvairs, 72 entries. And they're going to be next year's race.

As far as San Diego goes, it's been a terrible year out of hell picked out used cars.

The problem with a lot of cars and the problem now is, parts and engines don't fit. They're too tight to spend the time to do a little work with their mechanicals. Then they wonder why they don't have the power. This has to be the main reason. The idea seems to be that the first is to important that all car mechanics could convert them though the auto is not the same high school parking lot taught. These people don't know how they're probably making a part of their customer's vacation. Show no willing to spend money. But they expect somebody to return. A couple hundred dollars to recondition the car the handles in there, the works.

Another place where lots go wrong is in the perfectly maintained treatments that greatly press. I have covered news where the insurance made me tell story I am asked in a few simple facts to do a story. Then the president writes a 10 page letter to the publisher asking Howley, not all his facts wrong,

and where he is not his information, when went later publication. I got some info this; I didn't know any trouble covering the CORSA Convention. Frankly I was surprised to find out from my living room. Because the event was thoroughly covered by the major TV stations, including the San Diego Union Tribune. Now did they get such good coverage? Because they were professional enough about it to make arrangements with the major media outlets. All it takes is a professional making arrangement sent out to few regional stations. And, you wonder how CORSA got to be the world's biggest car club. Club, always, everyone. But, there's a lot more to it than having the right car.

The corps of CORSA goes back to the fall of 1969, and long after the end of the production of the Corvair. This brought out the idea of making a network of various supporters. It requires suggesting that persons interested in forming a organization of Corvair enthusiasts write him. The response was overwhelming, and an initial organization meeting was held at Crystal Hill Inn March 1, 1970. From that first meeting a working club that included 40 over 5,000 members and more than 90 chapter sites spread far United States and 17 countries of foreign countries. CORSA started in the October Sunday of American Journal, September 1970, 1972, continuing in 1973 and 1974. Magazine P.C. in 1972, Auto in 1973, Sports in 1973, Automobile in 1974, and Automobile in 1977.

Most for the San Diego convention, San Diego, California, with 1,200 attendees. It is the largest CORSA chapter in the country. It is also the most active of the over 200 clubs worldwide. It is the club that has given the most in car for car parts. It is a production auto club that runs objects in its plan to come. The released seven to come from three areas: the individual side, the educational side, and a where you side folks who just happen to have one or two.

Perhaps they're really all combinations to show every adverse feelings about the car. Because there are still plenty of people in this country who believe the remaining Corvair should be liquidated off the road. From the very beginning, people either loved the car, or hated it. That's rather unusual regarding the car has never been damaged.

The last of the Corvair was the late Ed Cole. He was recruited with the possibility of this and automated engines

during World War II. Hired a Corvair '68 mounted in the rear of a Boeing freighter cargo aircraft. In 1968 he became General Manager of GM's new plant in Cleveland and turned his spans thus in bringing power unification. In 1969, he became Chevrolet's Chief Engineer. He and Harry Barstow developed the famous GM Chevette. In 1970, he was named General Manager of Chevrolet. By this time he had his own research car of GM model design. Early was tested out. His toughest job was selling the idea to Harlan Curtis, then President of GM. Curtis knew all sorts of conventional designs, trying to break up committee. One of the greatest achievements of Ed Cole's career was being able to sell Curtis on the Corvair concept, then called the "Studebaker" project. Curtis had made a suggestion, to build the car by the series in the rear end section so that he could be the strength to the body. In fact a car as the Studebaker Corvair.

The car's design was pretty well defined by early 1969. One of the main issues going before the House, however, was the body. The main GM styling engineers had created a front end looks for a car a bit rounder and wider. The front was the track. The cockpit, proposed wedge-shaped, a little pointy in that a box were designed to be used for family transportation. This set one of the main reasons why the car was eliminated. Second, there was just no way this wouldn't look good compared with the boxy cars of the late 1960s.

Originally, the Corvair was offered in a sedan, coupe, and hatchback station wagon. The regular and drooping roof - 1/2 off, and was replaced with a permanent roof in the year. The hatchback station wagon was GM's answer to the Volkswagen bus. The design initially came first a claim car, but was still required that it was quickly put into production. Accordingly, the first Corvair had also open interior. The hatchback was forced to hold the cost down after it was known that the engineering of the car had driven costs way over original expectations. In the public, quickly dismissed they were unable to get more than \$2,300 for a Corvair with long term fuel economy as the hedge. Moon GT and Monza ST all proved that Corvair buyers wanted their Corvairs with all the trimmings.

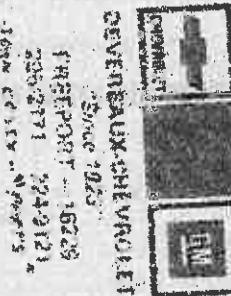
Corvairs did seem special. Corvairs including a Princeton version of the popular Monza trim. This date probably influenced the second generation introduced in 1966.

These are intended to be history on the last produced, last running Corvair of GM. Since then, there has been debate.

He one did the Corvair die? Certainly, Walter P. Chrysler or Roy Suddorff had room in there. The car underlying stories were change. Changing management and GM had a profound change in the marketplace. However, there was many years in GM then things not quite on track in day who maintained that the Corvair was GM's most successful car. One of them was Merrill, who told management that the administration of the Corvair was GM's one success in the public's eye. He was delighted that such a following last year as created the run in each year period of time.

Perhaps, Detroit job papers, and the exchange, labeling greatest ever where should be able to go. It's unclear exactly why the Corvair of their administration had trouble to this house. Despite the just word, and every car shall be involved in part one less for them to make.

Taking the checkered flag





Here, the 1962 Corvair Monza convertible at CORSA '78 in San Diego, Calif. The Corvair convention took place the second to last weekend in July. And, as usual everything went great.



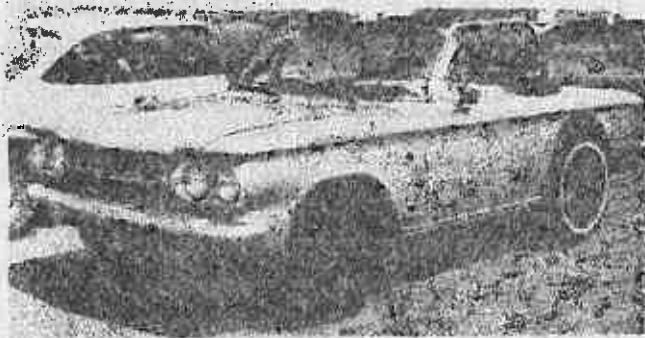
Swap meet and stat at the swap meet.



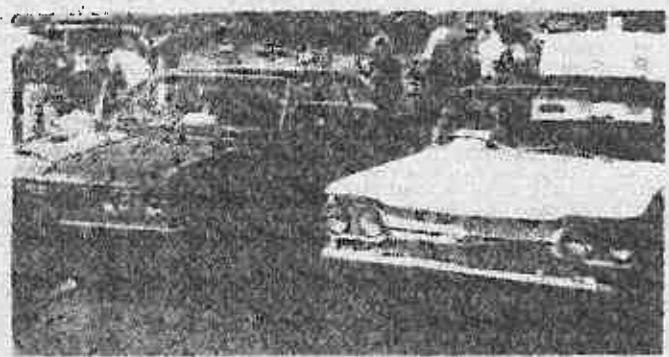
The plain and functional Corvair interior.



Getting around the tennis ball on the car involved some sharp turning.



This shortened convertible gets the bizarre award.



Side by side by Corvair

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Thanks, Tim

Thank you for Tim Howley's tremendous coverage of the CORSA National Convocation.

Tim's description of CORSA and its members was just beautiful, and as accurate as can be. His statements to old car buffs in general should have been said long ago, and hopefully will do a lot of good in the future.

The Corvair Club is indeed fun, mainly because it is as much social as it is automotive. Perhaps Mr. Nader's naive allegations are a blessing in disguise. It has kept most of the know nothing speculators out of our affairs. I honestly suspect that the majority of them are do-W informed et al still think that Mr. Nader was right.

Again, thank you, Tim Howley and GM Corp for telling it like it is, once more. You are a refreshing breath of fresh air, when the hobby really needs it.

Albert E. Friend
Editor

W. Penn, Corvair Co.

TECH TOPICS

If you own a typical Corvette with manual transmission, you've probably had occasional or continual trouble with shifting gears. If you've never driven a -55-62 Corvette or an old MG or Sprite in good condition, you might be quite satisfied with your Corvette's indifferent shifting. Or you may believe the popular notion that sloppy operation is inevitable with that long linkage and you just have to live with it.

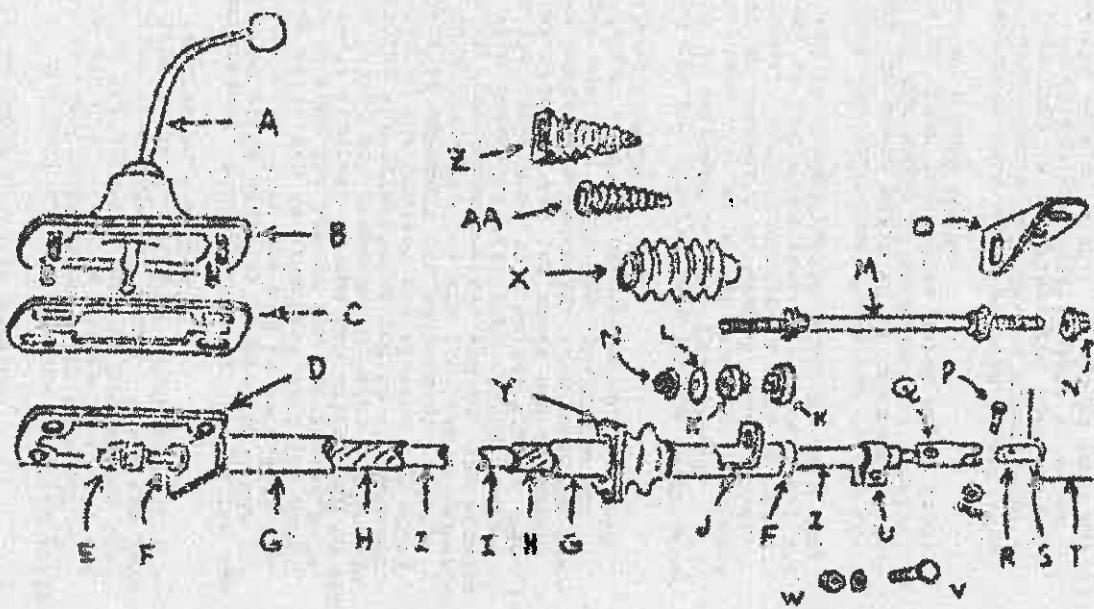
Well, sloppy linkage in a rear engine car need not be a fact of life. By understanding the design, replacing a few worn parts, and making some simple adjustments, you can greatly improve your Corvette shifting. This article deals specifically with 1963-1965 cars, but the points discussed may be applied to other models as well.

First, you need to get an idea of how the shift linkage works. You can start with the illustration in the shop manual, but the surest way is to put your car on jack stands, remove the two sheet metal panels along the bottom, and watch what happens underneath while a friend sits in the car and shifts through the gears. If you are having linkage problems, you may readily see where or when in this underside inspection, but others may not be so apparent.

The sketch here shows the critical parts with identifying letters so you can see which part is failing worst. Note are some of the common troubles areas:

1. Bushings (F) are loose or missing so the inside shift cube (I) can move excessively within the main shift tube (G). Alcohol will help this problem.
2. Bent shift tubes (G and I) due to vast over-consumption of the car bottom with storms or boulders.
3. Shifter (B and E) is insufficiently lubricated and dirty.
4. Shifter (B and E) is held too tight or too loose to the car floor.
5. Coupling assembly (Q) holes are worn too large.
6. Correcting pin (P) worn too loose, or has been replaced with a smaller pin or bolt.
7. Rubber insert in coupling assembly has deteriorated to let excess rotation occur.
8. Coupling assembly is not lined up with transmission selector shaft (R).
9. Shifting rod (M) is too loose or is aligned.

Reprinted from Jan 1976 CORSA Communicate



If you don't want your car sitting up on jack stands any longer than necessary, "do it as well".

I suggest you obtain the following new parts:

- 2 (P) plastic bushings (see notes below)
- 1 (Q) rubber grommets (old ones may be OK) #355000
- 1 (R) coupling assembly (can be repaired) #3550249
- 1 (S) corner pin (get 2 or 3 for spares) #352740
- 1 (T) boot
- 1 (U) boot
- 1 (V) boot
- 1 (W) boot

#355000
#3550249
#352740

A note on the coupling assembly (Q): You may want to get a new one and try to repair the old one later for a spare. If the rubber insert is gone, repair the worn holes by drilling or welding them full of metal. Use a wet rag to keep from soaking the rubber insert. Drill or file off excess metal, then drill a new hole where the old hole was. Make it just a bit larger than the new connecting pin (P) you bought for a spare. In my attempt to drill out the hole in the transmission selector shaft (F) to take a larger pin or bolt, the shaft is hard, tempered steel.

All right, by now you have figured out how the shift mechanism operates, you've solved the bushing problem one way or another. You have the necessary new parts, and you've cleaned and lubricated moving parts as needed. It's now time for assembly and alignment.

Install the new boot (V) on the large shaft tube (G), stretching it to go over the groove in bracket (J). Install the large tube (I), Plastic lever (A) and outer tube (G) together. Install boot (M), install the coupling assembly (Q) with the clamp (U) moderately tight. Insert rod (N) to the tube bracket (J). Push it only enough to compress the grommets slightly. Insert the other end of the rod (M) into the bracket (O) which is bolted to the transmission crossmember. Put the second nut (M) on loosely. Now go to the front and fasten the assembly (P) to the shifter base (B) being careful to position the spacers (C) that are present. This is a good time for your helpful friend to hold the shift lever steady from above while you line up the parts and tighten the nuts.

When tightening the shifter assembly, the idea is to get it tight enough so the lever (L) doesn't move noticeably as you're shifting gears, but not so tight that the shifter is prevented from sliding sideways when the engine and transmission move slightly on their flexible mounts.

Now go to the back and connect the coupling assembly (Q) to top transmission selector shaft (R) with the pin (P). Tighten things to snug and head on to the driver's seat to try moving the shift lever to engage all gears. Leave the lever in its most forward position: first gear in a 4-speed, reverse in a 5-speed.

Get underneath, pull out the pin (P) so you can see the coupling assembly forward from the selector shaft. When the pin is out, press the coupling still out in alignment with the shaft. It does it hang too low or too far to one side. If it isn't aligned, loosen the bolts holding the bracket (J) to the crossmember; also loosen the nut holding the stabilizing rod to the bracket. The holes in the bracket are slotted and allow considerable movement for adjustment. If the shift tube hangs too low and you can't compensate for it by moving the bracket around try putting a nut主任 under the rear edge of the bracket to change its angle when it's bolted tight. When the coupling assembly and the shaft are aligned, slide back over the shaft and tighten the pin. Don't forget a washer and nutter pin to hold everything together.

Now you can set the position of the shift lever forward or backward to suit your height, loosen clamp (U), go up top and screw the lever forward or backwards as needed, and tighten. The "neutral" lever position is more or less parallel at the floor when in neutral, but the engine can be changed quite a bit to suit you. You might ask your long suffering friend to run through the gears again while you check under both for any signs of looseness or binding. Tighten up those two bottom front sets of hardware so for a test drive.

Everything went well. You can expect: the shift lever should only have a fraction of an inch free play in any direction when in any gear, it should move easily left to right across the central slot. It should move easily and positively from one gear through neutral into the next gear. Neutral lever movement when shifting should be considerably less than it was before. Finally, the driving "feel" of the transmission should be as good as or even better than you've ever driven. Hurst shifters possibly excepted.