

APRIL, 1993

Minutes of WPCC Meeting

March 23, 1993

Officers Present: President, Don Baker; Treasurer, Carole Friend; Secretary, Pat Greenwald.

Board Members Present: Dick Dandois, Vaun Hamlin, and John Sweet.

The meeting was called to order by Vice President, Don Baker. On a motion by Don Ross and a second by Marie Dandois, the minutes of the February meeting were approved as printed in the newsletter.

The treasurer's report was read. The March balance was \$587.17. On a motion by Jean Brill and a second by Don Ross, the treasurer's report was approved.

Old Business

Dick Dandois had the jacket catalogue. We need to settle on one style and Dick will verify the prices.

Don introduced Bob Martzo and Paul Jacobson from Columbus who discussed the Heartbeat event on Memorial Day weekend.

Al Friend disclosed more details of the anniversary event in August.

Jean Brill announced that we will have to reschedule the Hannastown event for a day other than Tuesday. It was suggested that instead of September 28th. we plan for Sunday, August 8 th. Tentative plans are to meet at the Greengate Mall at 1:00, attend the flea market and the Hannastown tour, and then go to dinner.

New Business

Bill Artzberger announced that Dave Fabyonic was out of the hospital and recuperating at home from a neck injury suffered in an auto accident.

Dave Moore gave details of this year's Loyalty Day Parade. It will be May 1st in Sewickley and is being sponsored by the V.F.W. Dave asked for seven or eight cars, with three or four convertibles. A show of hands indicated that we could provide the cars. Dave passed out fliers with details of the parade schedule.

Bill had information on the bus trip to Carlisle and the April 4th flea market at south Park, both sponsored by the Classic Chevy Club, and the Parts-A-Rama in Butler on June 18-20.

Vaun Hamlin discussed the Legislative Council, the World Organization of Automobile Hobbyists, and proposed legislation affecting collectors. He read a letter he wrote to the council regarding car clubs and their power as lobbyists.

Al made a motion that the club pay this year's Legislative Council dues of \$35. The motion was seconded by John Sweet and approved by the members.

Following adjournment John Sweet conducted a tech session on engine compartment reconditioning.

THOUGHTS OF INTEREST

The first quarter of 1993 is over, time never to be recaptured. Did you make the best use of it? Did I?

Last year we asked about people writing and submitting articles. To date, absolutely none have appeared. Someone must have a tech tip, story or amusing anecdote about Corvairs -- or at least cars.

Please remember that we really want to do a pull-out reference page for all known Corvair suppliers -- send me business cards, scraps of paper or faxes. Again, you all want the information, but nobody seems quite willing to put in their share. Come on. If you know of a vendor, share the information. That could be the guy we otherwise forget.

Our refrigerator calendar is up. Is yours? At a glance you will know about WPC events, meetings, and contact person(s). The events have been held down because of the major emphasis on the mini in Columbus Memorial Day and our own 20th Anniversary Celebration. In July we all look forward to the Vintage Grand Prix and the September West Mifflin show promises to be bigger and better than ever with more Corvairs. Don't forget Hot-Air-Hal in September either. This is the absolute greatest, most spectacular event imaginable, and all while we're helping the Make-A-Wish Foundation!

Hopefully by May my heavy travels will be over for a while, and I'll be able to come to the meetings. Those of you who make the meetings bug our Prez -- wouldn't it be nice to see PREZ SEZ in the Journal?

In this Journal is a letter and ad for a young Central Pennsylvania boy. Let's all see if we can't order some of his key racks. If the Club wishes, I'd be willing to let you order from me, and we'll just send one big order to Scott.

Speaking of kids -- last night Brian completed his Board of Review and is now an Eagle Scout! Congratulations, Brian!!!

Hope to see a lot of you in Columbus, especially those not able to trek to California. This will be a great mini. The Ohio folk have worked hard -- let's give them our support!

Dale Smith

Dear Friends,

Bob Martzo and I want to express our sincere thanks to you for the hospitality shown us at your last meeting. Thank goodness the guy at the toll booth knew where the church was. I was really turned around.

Our Club is very proud that you have put us on your agenda for this coming season. We encourage all of you to register early for the Corvair Heartbeat '93. There will be something for everyone -- from concours to a cruise-in. We look forward to seeing lots of Corvairs with Pennsylvania plates.

If any of you have any questions about registration, please feel free to call Craig Scott at 614-881-5283 or me at 614-771-6047.

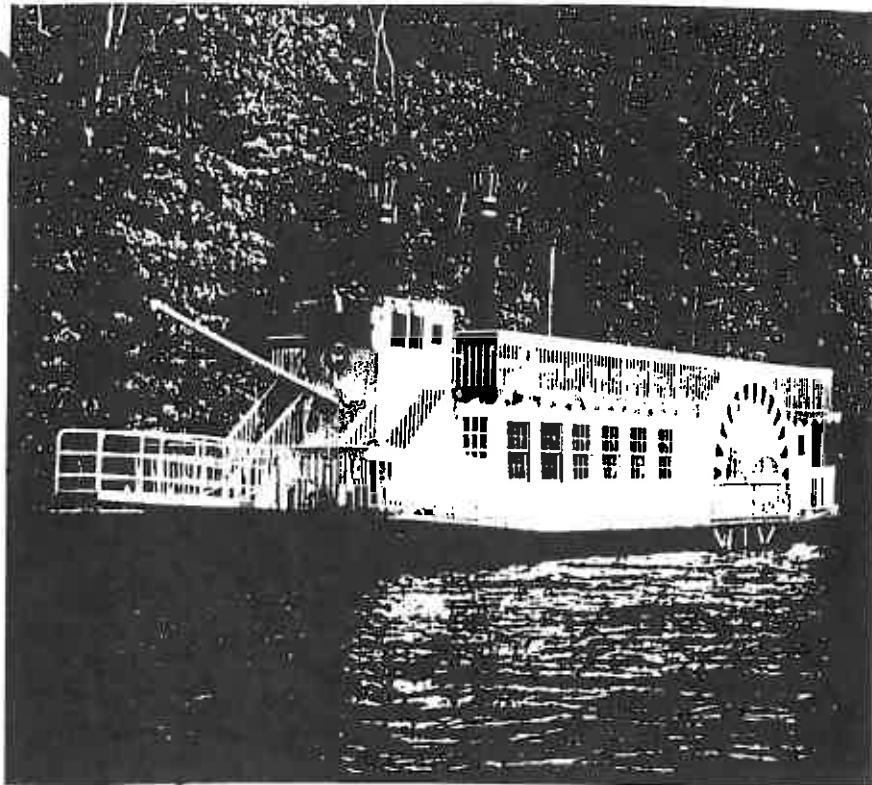


Paul Jacobson
President,
Mid Ohio Vair Force

MARK AUG. 28 & 29 ON YOUR CALENDAR

The Proud Mary

Turn of the century hospitality and breathtaking vistas make each Proud Mary Cruise a memorable adventure. Public sightseeing, brunch and dinner cruises on the grand paddlewheeler are available as well as privately chartered party, dinner or meeting cruises complete with live entertainment, music and customized themes. The Proud Mary has full bar service and a climate controlled lower deck.



Come August 29th, this real cool cruiser will be a hoppin and a boppin with those 50s and 60s discs like your Daddio On The Radio used to play while you were drivin your Chevy (Corvair) to the levy! Start brushin up on your "Jive Talk" while searching your attic for those beehive wigs, poodle skirts, saddle shoes, love beads, sandals, "I like Ike" pins, Hot Pants, Dixie Peach, bobbi socks, penny loafers, and cut offs! See ya later alligator!

FIVE YEARS AGO IN THE JOURNAL

By Al Friend

The April 1988 meeting was to feature Part II of the Corvair carburetor theory & Repair series by Bill Artzberger. Prez Bob Hieber presented part I at the March meeting, and had spring fever in his Prez Sez article. John & Gayle Gundlach were planning a May event to historical Harmony & Zelienople. That Journal also featured an early 60s "Car Life" magazine article on weight distribution of the early Vair. A nice red 65 140hp convertible was for sale in the classified section. Did that one get away?

A VERY ELEMENTARY TECH TIP

by Al Friend

When replacing the rear Corvair brake shoes: Assemble the shoes, actuator lever, adjusting screw, springs, etc. on the garage floor. NEXT PUT A STRONG "GUM BAND" (Pittsburghese!) AROUND THE WHOLE ASSEMBLY. You can now pick it all up without everything falling apart, and EASILY connect that pesky emergency brake lever & hold down springs. The "gum band" allows this nasty job to be quickly and easily done with the standard issue two hands!

Please, please remember the Journal for any given month is closed out and typed the 10th of the month. It usually even gets to the printer that day. Therefore, all material must arrive NO LATER than the 10th!

CAR-RELATED ACTIVITIES & EVENTS

- May 1 CRUISE: Rudy's Subs, 7-11 p.m., 1401 Freeport Rd., Cheswick, PA
CRUISE: McDonald's Meadowlands, 7 p.m., Racetrack Rd., Washington, PA
CRUISE: Cruisin' Diner, 6-10 p.m., Rt. 51, Perryopolis (M.V.C.)
- May 7,8,9 Greene County Extravaganza, PARTS, FLEA MARKET, dawn to dusk, Greene County Fairgrounds, I79 off Exit 3, Rt. 21, Waynesburg
- May 8 CRUISE: Custard's, 6-11 p.m., 311 Camp Horne Rd., Emsworth, PA
Boardwalk CAR SHOW, 15th & Smallman Sts., Pittsburgh, PA, Reg. 9-noon,
4:30 p.m. trophies. Benefit Boys Clubs 687-7866 or 687-7921
- May 9 CAR SHOW: Greene Co. Fairgrounds, Waynesburg, PA, Rt. 21. Reg. until 1 p.m.
\$5.00 per car. Call 627-7323 or 377-0217
- May 15 CRUISE: NORTHTOWNE SQ. Rt. 8 & 910, Gibsonia, PA 4-10 p.m. Benefit SIDS
Alliance 487-5241
CRUISE: McDonald's Meadowlands, 7 p.m., Racetrack Rd., Washington, PA
- May 16 Annual Spring Fling CAR SHOW: Cruisin' Diner, Reg. 9 a.m. - 1 p.m., Rt. 51,
Perryopolis (Rain date 5/23), Mon Valley Cruisers: 736-0533
CRUISE: Rudy's Subs, 2-7 p.m., 1401 Freeport Rd., Cheswick, PA
- May 22 Spring Dust Off CAR SHOW: Moraine Point Plaza, Rt. 356 & 422, W. of Butler,
by A.A.C.A., Butler Region 586-6930
C.A.R.S. CAR SHOW: Studebaker's, Robinson Towne Plaza, Rt. 60 (Rain date 6/6)
Reg. 8-noon, Call 835-6135
- May 26 CRUISE: Mr. C's, 6-11 p.m., Duss Ave., Ambridge, PA
- May 29 CRUISE: Good & Plenty Restaurant, Liberty, OH 7-11 p.m.
CRUISE: McDonald's Meadowlands, 7 p.m., Racetrack Rd., Washington, PA
- May 30 Rollin'Oldies ROD RUN: New Stanton Park (Show reg. 9-1 p.m., \$7.00)
(Pre-'73 cars) Benefits Special Olympics 837-4220
CRUISE: Chili's Century Square, 4-10 p.m., West Mifflin
- June 4,5,6 SUMMER FUN WEEKEND: (Hot Rod Super Nationals) A&W Boardman, OH, Canfield
Rd., 6-12 p.m. (6-11 on Sun.) DJ Two's Company
- June 5 CRUISE: Rudy's Subs, 2-7 p.m., Freeport Rd., Cheswick
- June 12 CRUISE: Custard's, 6-11 p.m., 311 Camp Horn Rd., Emsworth

- Cruise every SUNDAY: (5/2 to mid-Oct.), LINDEN GROVE, Castle Shannon, 4-10 p.m.
Rt. 88, Grove & Library Rds. intersection 881-4588
- Cruise every MONDAY: TASTY FREEZE, Ardmore Blvd., Forest Hills, 6-10 p.m.
- Cruise every TUESDAY: RONNIE'S, Rts. 22/30, Imperial Exit, 6:30 p.m. 695-1866
- Cruise every THURSDAY: (5/20-9/2), STUDEBAKER'S, Robinson Plaza, Rt. 60, 5-9 p.m.
- Cruise every FRIDAY: McDONALD'S McKEESPORT, 6-10 p.m., Olympia Shopping Ctr.
- Cruise every SATURDAY: FROSTY SHACK, Lowry Ave., Jeannette 523-9780

Dear Corvair Friends,

I, Scott Stefanowicz, am proud to announce that I was interviewed and accepted to participate in the People to People Student Ambassador program with other 7th and 8th graders from the U.S. This is a 23 day visit to England, Wales, Ireland and Scotland to meet with teenagers and government officials. There will be home stays in England and Ireland with host families. This trip will take place in July.

People to People was started by President Eisenhower in 1956. Student Ambassadors are carefully interviewed before their acceptance.

The program tuition is \$3,500 including all meals and transportation costs. I would like to try to raise most of this money myself thru fund raising, donations - contributions, doing odd jobs and selling the Corvair key racks I've made. The key racks are very unique and "hand made". They are wood burned to look like the side view of a REAL Corvair and have 4 brass hooks to hang all your Corvair keys on. They are made as early and late models, hard top, early model convertible with the top up and the late model with the top down. Also I will have lakewoods and Greenbriers. For a contribution of \$20 you can own one of these "cars". I will share my experiences with you at a meeting sometime after my return. If you would like to place an order please see my ad in the "For Sale" section.

All donations or contributions will be greatly appreciated and helpful in making my participation possible. Thank you.

Scott Stefanowicz

3609 Ridgewood Road
York, PA 17402



FOR SALE: Key racks - Side view of early, late, hard top, rag top, Lakewood or Greenbrier. Design is woodburned. 4 brass hooks. Will be available at meetings or call to place a custom order. Cost: \$20 contribution to help finance my participation in the People to People Student Ambassador Program. (see article in this newsletter). Scott Stefanowicz (717) 757-3781.

CORVAIR PARTS FOR SALE

NOS Aftermarket items: '60-61 lower ball joint, \$10, '63-64 vent shades, 4 dr., \$6, '60 stopl. switch, \$6, '60 oil temp. switch, \$6, '61-63 Temp. sender, \$6, '62 dimmer switch, \$6, '61-65 oil press. switch, \$6, '60-61 oil press. switch, \$6, '60-6 points, \$6, '62-64 rotor, \$3 Mullett's, P.O. Box 509, Grove City, Pa. 16127; parts are plus shipping. George; 412/475-2862. (1)

CARS FOR SALE

1979 CAMARO - 305 4brl, automatic, cruise, tilt, air, spoilers, factory tach & gauges, 15x7 Rally wheels. Inspected to 12/93. High miles. Needs minor body and mechanical repairs. (Sharp looker, blue) \$1,800 firm. Bob 412-831-1597

HOW DO WE SPEND OUR AVERAGE 70 YEAR LIFE?

Sleeping	19 Years	Eating	6 Years
Grooming	3 Years	Newspaper Reading	3 Years
Television Viewing	6 Years	Travel	6 Years
Personal Time	3 Years	Take Off One Day	4 Years
Wasted Time	5 Years	Working (5.14 Hrs)	15 Years

I wonder how much time is spent "Working On Corvairs" ? Ed.

CORVAIR DISTRIBUTOR SPECIFICATIONS

Distrib Part #	Year	Eng (hp)	Model	C Adv Begins (engine rpm)	Max C Adv (Deg @ eng rpm)	V Adv Begins (in Hg) ± 1"	Max V Adv (Deg @ in Hg)	Initial Timing (deg)	Point Cam	Shaft #	Vac Unit	Wts
1110252	60	80	man (early)	400	32 @ 3600	6	23 @ 15.2"	4	730A CCW	21	152M	C
1110256	60	80	auto (early)	1700	20 @ 3600	7	23 @ 16.2"	16	118A	67	177M	B
1110257	60	95	man (early)	700	24 @ 4800	8	15 @ 15.5	16	122A	27	152M	C
1110258	60-61	80	man (late)	600	32 @ 3600	6	23 @ 15.2"	4	730A CCW	21/87	152M	C
1110259	60-61	80	auto (late)	1400	24 @ 3700	7	23 @ 15.2"	13	122A	87	177A	B
1110260	60-61	95	man (late)	700	24 @ 4800	6	23 @ 15.2"	13	122A CCW	27	152M	D
1110260	60-61	98	all	700	24 @ 4800	6	23 @ 15.2"	13	122A CCW	27	152M	D
1110269	62	80	man	600	32 @ 3600	6	23 @ 14-16.25"	4	21	732	217	C
1110271	62	80	auto	1400	24 @ 3700	7	23 @ 15-17.25"	13	87	124	200(951)	B
1110272	62	102	all	700	24 @ 4800	7	23 @ 14-16.25"	13	27	124	199	D
1110275	61	84	auto	1600	20 @ 4100	6	23 @ 16.2	16	118A	03	177M	C
1110278	62	84	auto	1600	20 @ 4100	7	23 @ 15-17.25"	13	03	120	200(951)	C
1110290	62-63	150	turbo (man)	3900	12 @ 4500	7	5 @ 2 psi ***	24	0	12	224	A
1110294	63	80	man	600	32 @ 3600	6	23 @ 15"	4	21	732	199/217	C
1110295	63	80	auto	1400	24 @ 3700	7	23 @ 16"	13	87	124	200(951)	B
1110296	63	102	all	700	24 @ 4800	6	23 @ 15"	13	27	124	199	D
1110297	63	84	auto	1600	20 @ 4100	7	23 @ 15"	13	03	120	200(951)	C
1110298	62-63	150	turbo (man)	3900	12 @ 4500	7	5 @ 2 psi ***	24	201	12	224	A
1110310	64-67	95	man	700	28 @ 4200	6	24 @ 14"	6	21	532/728	229/217	C
1110311	64-68	95	auto*	1700	20 @ 4200	7	24 @ 15"	14	03	532	230/311	C
1110312	64	150	turbo (man)	3900	12 @ 4500	7	6.5 @ 3 psi ***	24	201	12/732	218/239	A
1110319	64-68	110	all w/A.I.R.*	800	20 @ 4800	7	24 @ 15"	14/24**	219	720	230/217	C
1110329	65-66	160	turbo (man)	4100	18 @ 4900	6	5 @ 3.6 psi ***	24	201	738	250	A
1110330	65-67	140	man	800	18 @ 2800	6	22 @ 14"	18	21	522	248/217	C
1110339	66	140	auto	800	18 @ 3200	7	24 @ 15"	14	84	522	230/217	C
1110368	66-67	95	man w/A.I.R.	900	40 @ 4400	7	24 @ 15"	TDC	1967271	540	217	E
1110369	67	95	auto w/A.I.R.	900	40 @ 4400	7	24 @ 15"	TDC	156	540	230/217	E
1110369	67	95	all w/A.I.R.	900	40 @ 4400	7	24 @ 15"	154	156	540	230/217	E
1110370	66	110	auto w/A.I.R.	900	32 @ 3000	6	22 @ 14"	4	154	536	230/217	E
1110371	66-68	140	all w/A.I.R.*	900	26 @ 4400	7	24 @ 15"	4	157	532	248/217	E
1110372	66	110	man w/A.I.R.	900	26 @ 4400	7	24 @ 15"	4	158	540	230/217	E
1110389	67	110	all w/A.I.R.	900	26 @ 4400	7	24 @ 15"	4	132	526	230/217	E
1110389	68	110	man w/A.I.R.*	900	26 @ 4400	7	24 @ 15"	4	132	526	230/217	E
1110434	68	95	man *	900	28 @ 4200	7	24 @ 15"	6	21	532	230/217	C
1110435	69	95	man *	900	28 @ 4200	7	24 @ 15"	6	21	532 (A)	230/217	C
1110452	69	95	auto *	1700	20 @ 4200	7	24 @ 15"	14	03	532	230/217	C
1110453	69	110	man *	900	26 @ 4400	7	24 @ 15"	4	132	526	230/217	E
1110454	69	140	all *	900	26 @ 4400	7	24 @ 16"	4	132	526	230/217	E
1110454	69	110	auto *	800	20 @ 4800	7	24 @ 15"	12	219	720	230/217	B

SHAFT #	HOLE DIAMETER	DEGREES ADVANCE
12	0.255	7
12	0.292	12
522	0.305	11
124	0.305	12
732	0.330	16
532	0.350?	?
540	0.395	22

VACUUM UNIT #	DEGREES ADVANCE
199	12
217	11
224	0
229	12.5
230	13
248	10.5
370	10
410	12.5

NOTES: MULTIPLE USAGE UNDERLINED
 * = A.I.R. WAS MANDATORY IN '68 & '69
 ** = 24° STATIC TIMING WITH AIR COND & AUTOMATIC
 *** = VAC RETARD

SOURCE: SDCC VAPR 7/7 #10-1-63; LEW RISHMEL,
 DAVID LANGSATHER, BOB HELT, & BOB BALLEW
 [WILL BE UPDATED AS MORE DATA BECOMES AVAILABLE]

The Corvair Engine Fan

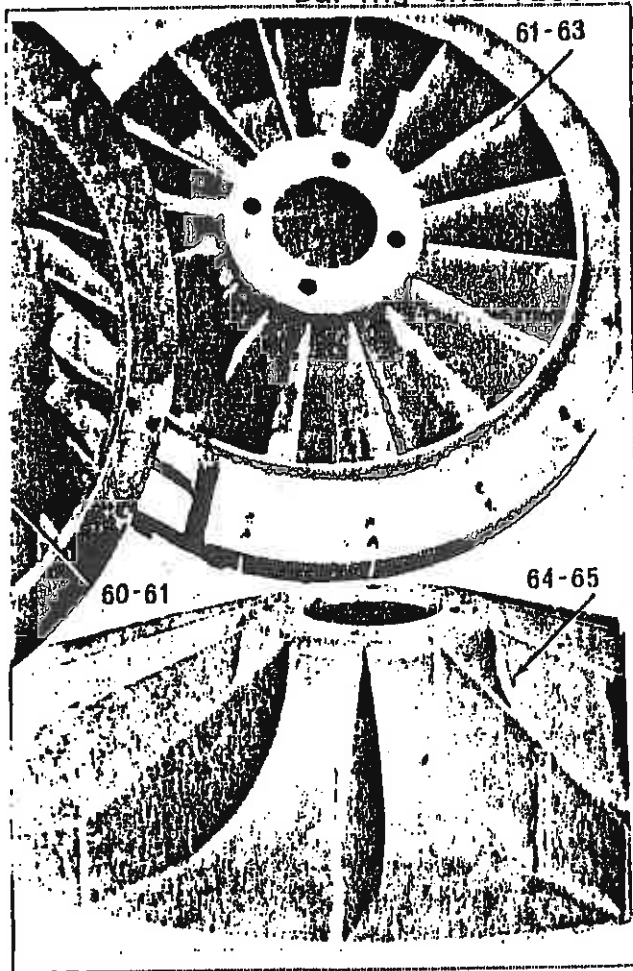
Van Pershing

Three type of fans were used over the years to cool the Corvair engine.

1960-mid 1961: 11" diameter steel fan with 24 vanes on an outer ring. Capacity of 1,800 CFM (cubic feet per minute) at 4,000 RPM engine speed. This fan has poor air delivery at high RPMs. Weighs about 3½ pounds.

Mid 1961-1963: A production line "running change" was made in 1961 to a 10.7" diameter steel fan with 16 vanes extending to the center hub. I has a capacity of 1,460 CFM at 4,000 RPM engine speed. 19% less than the previous fan but it worked good at all speeds. Weighs about 4 pounds.

1964 - 1969: 11.2" diameter magnesium fan with 11 vanes with the same air output as the '62-'63 fan with 1/3 the weight 1.3 pounds. During the late 60's this fan sold for \$6.40.



A plastic fan was tested in 1962 that was the same basic design as the magnesium unit. It was molded in nylon and, according to Bob Benzinger, Chief Engine Engineer at Chevrolet during the Corvair years, it worked great during the tests except for the fact that sulfuric (battery) acid fumes and nylon when in contact with each other make a toxic smell that is totally incompatible with humans! The plastic fans never saw the production line. Not a single one was ever seen by the public.

The great advantage of the light magnesium fan is that it greatly improves fan belt performance. Because of its reduced weight it stretches the belt much less during engine speed changes.

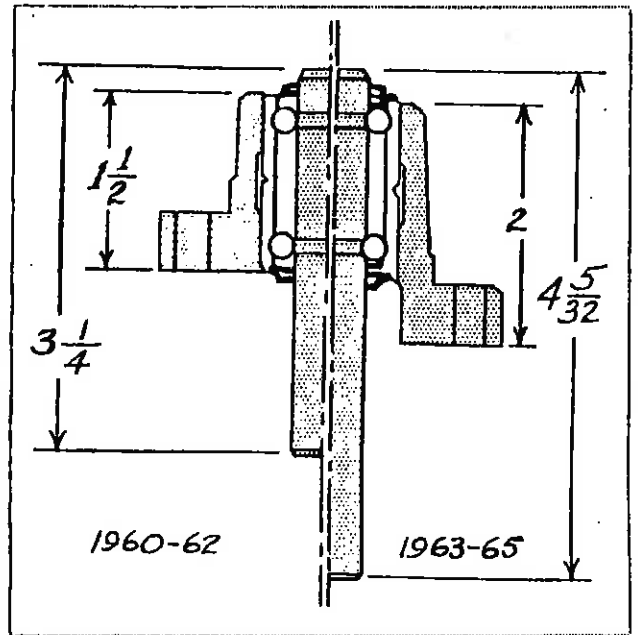
Blower bearing came in three basic varieties. The '60-'62 version was short as shown in the illustration. The '63-'64 version had the same bolt pattern for the fan and same installation height but had a larger bearing unit making it much more durable. The '65-'69 unit was larger and had a different bolt circle for the fan. It is the best available for durability. Neither of the steel fans nor the '64 magnesium fan will fit on this bearing. The '64 magnesium fan, which is identical to the '65-'65 fan

except for the pilot hole and bolt circle diameters, will work fine on the early bearings.

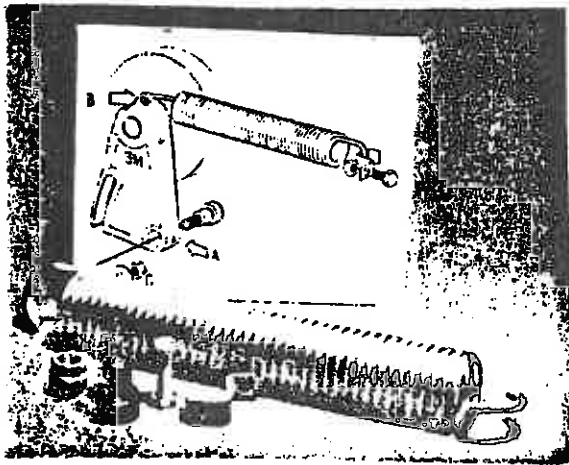
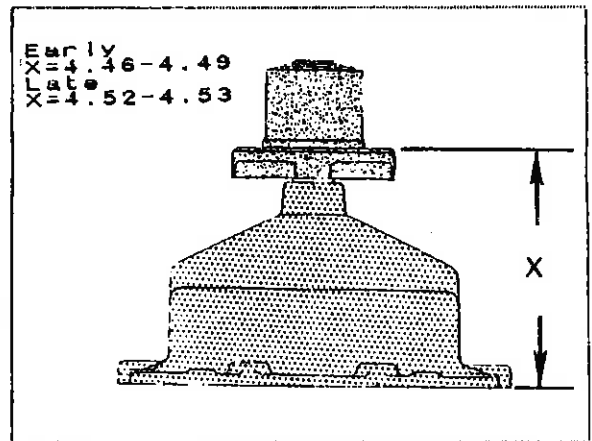
As shown in the illustration, bearing installation heights vary for the early to the later units. The difference varies for .030" to .070" and unless you are racing, I don't know that it's too critical. I shoot for 4.500 and call it good.

There's been discussion about the best fan belts to use since the first 'Vair rolled off the assembly line. I personally don't think the brand or type of belt that you use is nearly as important as how you install it. It can't be too loose and it definitely can't be too tight. If

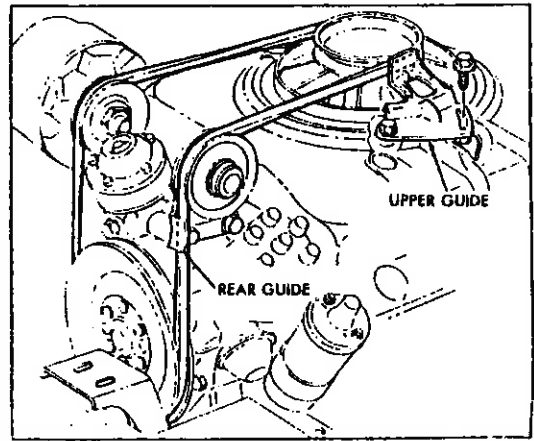
you have to pick between the two, too loose is better. The book say is should be at 55 pounds tension, so I always use my calibrated hand to pull the idler pulley tight while tightening the hold-down nut. I figure even I can pull 55 pounds. If you use a big screw driver as a lever for pulling it taught, don't over do it! It will roll over just as sure as shootin'. My experience has proven that for day-to-day use the cheaper the belt, the longer it lasts. It may have something to do with the stiffness of the belt, I don't know. There used to be a couple of different types of spring-loaded idler assemblies available that claimed to be the answer to all belt problems. I've heard mix reviews on these unit and never took the risk of trying one.



If you're going to be putting your foot into it and running through the gears, you'll want to make sure you have belt retainers in place regardless of the type of fan or belt you are running. These retainers were standard on '65 and newer models but can be adapted to the early models. No mods are required to install the rear guide, and the upper guide can be installed by either drilling a couple of holes and adding shims or installing a late model "turkey roaster". There should be no more than 1/16" clearance between the guides and the belt.



Two types of Fan Belt Tensioners



Fan Belt Retainers

