

MAY 1993 issue



LEGISLATIVE COUNCIL OF MOTOR VEHICLE CLUBS OF PENNSYLVANIA

P.O. Box 291
Hershey, PA 17033



May 2, 1993

Friends:

We have just received a letter from the Council of Vehicle Associations (COVA) which I feel is important enough to warrant a special mailing to you.

COVA is notifying us that the U.S. Environmental Protection Agency has extended its deadline for comments to its recently published *Economic Incentive Program Rules* and *Interim Guidance on the Generation of Mobile Source Emission Reduction Credits*, both of which are on the vehicle scrappage program. These are draft documents which ultimately will be given to the states to follow. We need to have an impact on these rules now – before they are dictated to the states – so that we can deal with our state agencies more easily in the future.

COVA sent a sample letter which I will not repeat here, since I am well aware of the disregard given to "form" letters at any government level. However, they made some points which you probably will want to include in your letters:

- we all want clean air
- older vehicles don't pollute any more significantly than new ones *if they are properly maintained* -- this is key
- the scrappage program will create the illusion of pollution savings since replacement vehicles will soon pollute if the owners keep them in no better operating condition than the ones they sold
- if there is to be a scrappage program, owners should first be required to show they have spent some money trying to get the vehicle into compliance with emission standards. If they cannot get the vehicle to meet emission standard, only then could they sell it as a part of a scrappage program
- vehicles participating should not be crushed, but instead be capable of being recycled (as in a restoration project)

It is strongly recommended that you write two letters (They can be identical in wording) to the two offices involved. For the *Interim Guidance on the Generation of Mobile Source Emission Reduction Credits*, send to:

Terrl Wilsie
U.S. Environmental Protection Agency
ANR-443
401 M Street SW
Washington, DC 20460

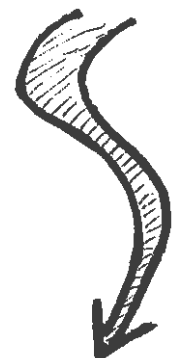
For the *Economic Incentive Program Rules*, send to:
EPA Central Docket Section
South Conference Center
Room 4
401 M Street, SW
Washington, DC 20460

These letters need to reach their respective destinations NO LATER THAN MAY 26.

If you can get several other members of your club to also write before the deadline, we stand an excellent chance of making an impact.

Cordially,

Hope Emerich, President



Minutes of WPCC Meeting

April 27, 1993

Officers Present: President, Don Baker; Vice President, Ray Horn; Treasurer, Carole Friend; Secretary, Pat Greenwald.
Board Members Present: Dick Dandois, Vaun Hamlin, Wayne Jones, Laurie Maglietta, Bob McCune, and John Sweet.

The meeting was called to order by President, Don Baker.
The minutes of the March meeting were approved after the correction that Don Baker called the meeting to order as the club President, not the Vice President.
The treasurer's report was read. The balance was \$683.52. There are 65 paid members. On a motion by Laurie Maglietta and a second by Bob McCune, the treasurer's report was approved.

Carole Friend, on behalf of the club, presented Wayne Jones with a gift in appreciation for a job well done as last year's club president.

Old Business

Wayne had the name tag plates and tapes for those who wanted to purchase them.
Carole read a letter from Marlene and Mike Moran who are in Florida and will no longer be members of the WPCC.
The issue of club jackets was discussed and since there doesn't seem to be enough interest to qualify for a group order price, we'll get information on individual order prices.
Jean Brill discussed details and passed around pamphlets for the Hannastown event on August 8th. We will meet at Greengate Mall at 1:00, travel to Hannastown, tour the booths, get a guided tour at 3:30, and go to Rizzo's for dinner at 6:30. Jean needs to know how many will be attending.
Al Friend discussed the "Anniversary Event." He encouraged the members to make their reservations now (no deposit required at this time) because there are only 40 rooms set aside and the Lodge will not hold them if we don't show interest soon. He instructed the members to contact the sales department, not the reservation desk, to make arrangements.
Dave Moore asked for cars for the Loyalty Day Parade in Sewickley on May 1st.

New Business

Vaun Hamlin reminded everyone of the July 5th club picnic at Settlers Cabin Creek after the parades in Brentwood and Cannonsburg.
Marie Dandois discussed a for sale ad she has for the journal.
After some technical questions and answers the meeting was adjourned.

EVENTS, etc.

Memorial Day week end is almost here, and Columbus Heartbeat 93 is beckoning. Bob Donnelly, Al Friend, Ray Horn, Dale Smith and Jay Smith are all going out Friday morning. Currently, we're planning to meet for breakfast early Friday in Washington at the U. S. 19 exit of I70. Ray Horn will lead this discussion at the May meeting. There is a McDonald's and a Bob Evans -- guess where the Smiths will be! Any questions call Dale at 563-4047 or Ray Horn.

Jean Brill has set up a neat event for Sunday, August 8, which centers around Historic Hannastown and eating. Since eating is involved, Jean has committed to a BIG turnout. Reservations need to be made, and it saves you money, so please put this on your calendar of events and CALL JEAN BRILL AT 837-5082 to make your reservation by July 31. We will meet at the Greengate Mall on Route 30 at 1 p.m., then drive to Hannastown. We'll have a tour of Hanna's house, dinner at Rizzo's, and Jean has even scheduled time to wander through a Flea Market. Lots of Vair fun!!!

Our June meeting is on the calendar as a travelling meeting which Laurie is setting up in the South Hills. I know there will be a goodly number of very happy people. Watch the June Journal so we don't go to the wrong location. Remember, the last South Hills meeting was one of the largest, best attended, most spectacular events the Club has had --- thanks Vaun!

The Club is set up for the Brentwood parade July 5. We are to be in position at 9:15 a.m.

Please remember if you are in charge of a meeting or event, write up the details and get them in to us by the 10th of the month -- if you don't publicize your event, it won't be!



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Wanted: Nice black original steering wheel for a 1977 Ford F-100 pick-up, call Walt 224-8461



One of our newer members attended the York Corvair Show and sent us the pictures to the left. It's nice to know someone is out enjoying Corvairs and admiring the efforts of others. Thanks to Joe Locke for sending us the pictures and making the trip to York.



See you in Columbus!





HELP! RESERVE YOUR ROOM FOR THE AUG. 28 & 29th EVENT TO THE RAYSTOWN AREA AS SOON AS POSSIBLE. WE REALLY DO NEED YOUR ASSISTANCE. READ ON:

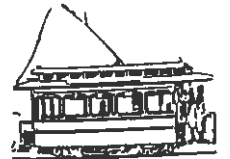


This event was first suggested by Bob McCune in Feb. 92 as The Western Pennsylvania Corvair Clubs (WPCC) twentieth anniversary event. Exploratory trips to the area by Bob McCune and Al Friend uncovered tremendous possibilities at bargain prices. The first class Lake Raystown Resort just had to become the focal point. Toward the end of 1992 it expanded to become a joint event with the Western Penna. Region of the AACA, also expanding the committee to include Ralph & Joanna Shearer of the Western Region. Unexpected valuable help came from the Resorts sales staff, from Bill & Pat Swigart of the AACA, and from Bill Artzberger of WPCC.

With the support of two top notch old car clubs, the event has taken it's final form already. Although designed to be an overnight tour, there is no reason to miss everything if only one of the two days is open on your calendar. Departures will be made from the new Route 30 Latrobe McDonalds on Saturday & Sunday mornings. The most scenic routes have been chosen, and each car will receive a navigation kit, so everyone can travel at their own pace. Here's the schedule of events:

SATURDAY AUGUST 28 (THE DRESS & LANGUAGE OF THE DAY IS COUNTRY & WESTERN)

1. A 50 minute chugging, snorting, hissing steam powered ride back into history on one of the oldest narrow gauge rail lines in America. (\$7 adults 4.50 under 12).
2. A park ranger guided tour of a roundhouse full of working steam engines.
3. 20 minute rides on old fashioned trolley cars. (approx. \$2.50).
4. A tour of Bill & Pat Swigarts famous Swigart Museum.
5. A HO-DOWN BBQ dinner with entertainment & prizes under the big marina tent, overlooking the lake. (\$15 adults \$11 under 12).
6. Free time to enjoy the many attractions at the Lake Raystown Resort.
7. An evening tour down memory lane under the big top with Bill Artzberger's famous Old Car Slide Extravaganza!



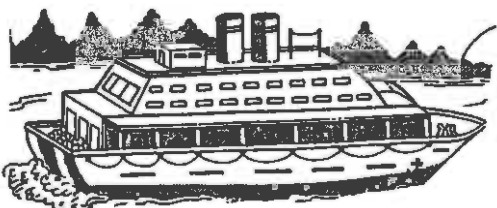
SUNDAY AUGUST 29 (THE DRESS & LANGUAGE OF THE DAY IS FABULOUS 50s & 60s)

1. Free time - enjoy the lake and resort in the morning.
2. Anchors away for a two hour brunch cruise on the Mississippi-style paddle wheel boat - The Proud Mary: including 50s & 60s entertainment, lovely scenery, and more prizes. (\$23 adults \$11 under 12).
3. An incredible hour plus tour of Evergreen Farms. A dairy farm in the beautiful Spruce Creek Valley owned by our host, Wayne Harpster. This is the largest and cleanest dairy farm in Pa. shipping an unbelievable 10,000 gallons of milk per day!
4. Other local attractions of your choice, including The Indian Caverns.



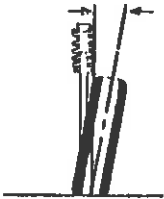
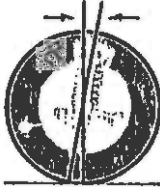
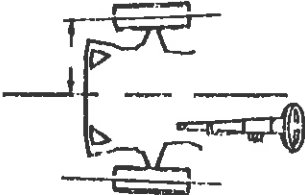
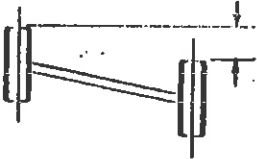
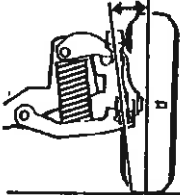
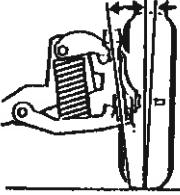
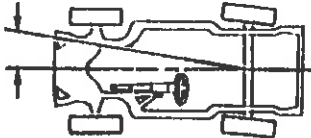
REMEMBER - WE NEED YOUR HELP NOW! The lodge buildings at the resort are new, rustic, and beautiful. Each has two double beds and a pull out sofa bed. The price is \$83 per night. (Same price for 1 or 6 people, free coffee & discount coupons included in price). They have fifty some rooms, but will only block off 40 for our event. Please, please, please - call and reserve your room right away. If it appears that we will fill up the 40 rooms they will give us more or all of the remaining rooms. WHY HAVE ANY NON OLD CAR PEOPLE THERE ON OUR WEEKEND?? Keep in mind, this is a joint event of two sizable clubs, and many non club guests will also attend. Perhaps share a room with another club family and double your fun! SINCE THE CORVAIR CLUB HAS SUBMITTED A DEPOSIT TO THE RESORT, NO MONEY IS NEEDED TO RESERVE A ROOM. They will request a credit card number, but nothing will be charged to your card until you check out. PLEASE PHONE THE RESORT TODAY AT (800)628-4262, YOU MUST ASK FOR THE SALES DEPT, NOT THE RESERVATION DESK, & MENTION THE CORVAIR/ ANTIQUE CAR CLUBS EVENT. Campsites are also available, if you are so inclined.

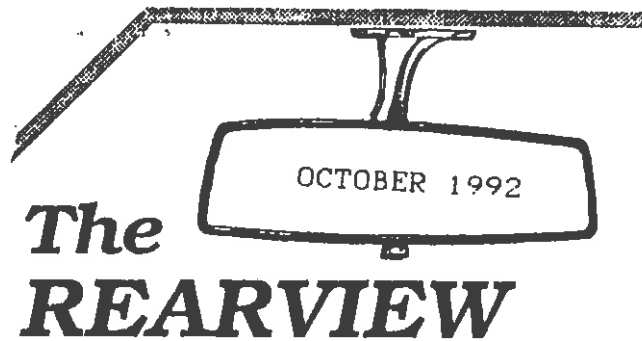
If you desire less expensive lodging or if you delay until the Lodge fills up, a nice alternative is the Huntingdon Motor Inn at the Route 22 & Route 26 South intersection. You will be about 20 miles from the resort. Rates start at about \$35 for a single. MENTION THE CORVAIR/ANTIQU CAR CLUBS EVENT. (814)643-1133.



ALIGNMENT INFORMATION

**this was handed out at the March CPCC meeting at Wissler tour-"thanks" to Dave Steigauf.

Definition	Illustration	Function	Effect If Improper
<p>CAMBER Camber is the inward or outward tilt of the wheel.</p>		<p>Reduces stress on steering and suspension parts, minimizes road shock, helps straight ahead stability, and maintains optimum tire life.</p>	<p>Improper camber will cause excess tire wear on the tire edge. It will also cause pull or drift.</p>
<p>CASTER Caster is the forward or rearward tilt of the steering axis versus vertical.</p>		<p>Provides steering stability, steering returnability, and cornering ease.</p>	<p>Improper caster can cause pull, shimmy, excessive road shock and steering effort.</p>
<p>INDIVIDUAL TOE Individual toe is the angle between the plane of rotation of one wheel and the vehicle centerline.</p>		<p>Static toe angles are required to position the wheels parallel when the vehicle is in motion.</p>	<p>Improper toe can cause major tire wear and increased fuel consumption. A saw tooth wear pattern is typical on front tires; a diagonal wear pattern is typical on rear tires.</p>
<p>SET-BACK Set-back is the distance fore or aft of one front wheel versus the other.</p>		<p>Can be used to diagnose problems and help locate damaged components.</p>	<p>If excessive, set back can cause adverse handling and pull.</p>
<p>SAI (Steering Axis Inclination) SAI is the angle formed by an imaginary line drawn through the steering axis and vertical.</p>		<p>Provides steering stability and returnability, and works with camber to isolate road vibration and reduce stress on parts.</p>	<p>Improper SAI can cause general instability and lack of wheel returnability.</p>
<p>INCLUDED ANGLE Included angle is the sum of camber angle and SAI angle.</p>		<p>Can be used to diagnose problems and help locate damaged components.</p>	<p>Included angle can be used to determine if a vehicle has a bent spindle or strut.</p>
<p>REAR THRUST ANGLE Thrust angle is the angle formed by the rear thrust line and the vehicle centerline.</p>		<p>Used as a basis for setting overall vehicle alignment and as a diagnostic aid.</p>	<p>If not corrected or taken into account, thrust angle can cause off-center steering and excessive tire wear.</p>



Hubba-Hubba - Steering Wheels and Hubs

GM, like most big companies, uses parts on more than one car line. In addition they tend to specify certain interfaces, as standard. A good example is the spline and nut holding on the steering wheel. GM has had only two different splines for all their domestic cars, since 1955, maybe before that. There are differences in the diameter and the height of the hub which contains the splines. This insures (unintentionally) that steering wheels from any GM car won't necessarily fit any other. But lots of them will interchange. I wrote a column on this topic in 1974.

Almost all cars use one particular spline. It was used on all Camaros, Chevelles, Full size Chevys, Forward Controls, Chevy Trucks as well as the other GM equivalents. Even my 1986 Corvette uses the same spline. It is the same spline used on the 1960-63 Corvair Cars, as well as the 1967-69 models and all telescoping columns. Lots of other points are different so all wheels won't interchange, but the spline is the same. The other, smaller spline, was used on just one, obscure, GM Model - the 1964-66 Corvair, without Telescoping Column. Since this spline fits only those Corvair models, there was never a rush to manufacture hub adapter kits for these models. Unfortunately, the 64-66 Corvair represents a majority of those wishing to modify their cars.

Most of the newer aftermarket wheels are manufactured specifically to fit the hub adapters made only by that same company. Though most wheels have similar 6-bolt mounting patterns, no two are the same. Dino, Momo, Formuling France, LeCarra are all great wheels, with their own specific patterns. In the era of Grant-style, chrome spoke, plastic outer wheels, all adapters used the same 3-bolt mounting for the wheel. This meant any wheel manufacturer's wheel could fit any manufacturer's hub. Now, it seems, the manufacturers want to sell more hubs even if it meant only to their own wheel buyers.

Grant, an American company, still sells hub adapters to fit almost any Corvair, including kits for the 64-66 small spline models. I've included a chart of the Grant part numbers. These adapters allow any of the old style 3-bolt pattern wheels to fit a Corvair. A chronic problem for the 1965-66 Corvair owners is the great depth designed into the 65-66 wheel. If you put on a standard Grant adapter and the normal aftermarket semi-flat wheel, you end up bent over forward to reach the wheel. Unless you are used to driving a Ferrari, or drag your knuckles on the ground, you won't appreciate this. Grant has a solution, though. They have produced a Steering wheel spacer/extender which bolts to the shallow adapter and allows the wheel to be mounted about three inches higher. It has a plastic outer covering which looks different, sort of high-tech (Whatever that means).

Grant Wheel Adapters and Spacers

Year	Grant P/N
1960-1963	4161 or 3161
1964	4192 or 3192
1965-66 (Non-Tele)	4192 or 3192
1965-1969 (w/Tele)	3162
1967-1969 (Non-Tele)	3162
1969 Camaro	3162
All Years - 3-Inch Extender	4000

There is another, confusing, group of adapters available. Some of the companies have realized the problem with trying to fit their wheels to any car, even oddball ones. They realize Grant and others have a great selection of basic kits, so they brought out adapters to fit their wheels onto another company's hub. (Shades of 1965) LeCarra has an adapter to fit the Grant 3-bolt hub, Dino has one adapter to fit their wheel to the Momo hub, another one for the Grant 3-bolt kits. The Momo steering wheels, by the way, use a six-bolt, 3-inch circle to

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mount the wheel to the adapter. This bolt pattern is the same pattern that GM used for the Telescoping wood wheels, and, of course the sport wheels. Momo rotates the pattern 30 degrees, but the wheels interchange. GM used a similar hub on many other models, too. A sharp looking setup is to use the stock sport wheel hub or the telescopic hub and mechanism with a Momo wheel. To do this, however, a small groove must be cut in the center hole of the wheel (Match the stock wood wheel) to clear the column locking stud. At least two companies (Grant and LeCarra have brought out a line of leather or wood wheels already set up to mount on the telescoping column hub or the sport wheel hub. They promote them for Corvettes, but they fit the Corvair just fine.

If you intend to install any aftermarket wheel on your Corvair, you should find the parts you need now! According to many trade magazines, there is a coming shakeup in the industry, as airbag equipped cars become the norm. They realize it will be hard to convince people to remove their paid-for airbags just for increased road feel.

A final note. In my junkyard travels, I have noticed that some lazy people, upon finding a telescopic column equipped Corvair, have removed the wheel, hub and locking hardware - leaving the rest of the column. Somewhere in America there are hundreds of naked columns still in cars. If you are interested in having a wheel which fits you, and really don't care whether it adjusts easily, try this solution. Find a wheel-less column, (you can tell the telescoping column by the internal threads in the tip end of the steering shaft.) The hub adapters for the standard Camaros, as mentioned above, fit the telescopic column spline. Buy a leather wheel and a hub for the 1969 Camaro, install it (gently) on the column. After tightening the retaining nut, take a 3/4" to 1" 5/16-18 (coarse thread) bolt and screw it (gently) into the tip of the steering shaft. Set the wheel at the height you desire and snug up the bolt - you have locked the column. This is the function that the complex mechanism on the stock telescopic column performs. When the bolt is tight, snap the center horn button on. Okay, it's not as easy to adjust the column, you have to pop off the horn button and use a wrench, but it works, and it salvages an old Corvair part. Maybe you can recycle an old column, the way I recycled this one. - Seth Emerson

Columbus, Ohio!

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Fun Model Cars Shopping

The Mid Ohio Vair Force
presents



Plan Now To Be In Columbus, Ohio For Memorial Day Weekend 1993. Be Prepared for a Fun Weekend With Some of Your Favorite Corvair People And Their Cars.

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