

THE WESTERN PENNSYLVANIA CORVAIR CLUB
MEMBER LIST

OCT. 78

Published monthly by the Western Penna. Corvair Club, a chartered chapter of the Corvair 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. Marysville, Pa. 15668.

ADVERTISING RATES: CLASSIFIED ADS - Members, free; Non-members, \$2 per ad.
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CORSA MEMBERSHIP & RENEWAL:

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. New WPCO 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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WPCO MEMBERSHIP:

\$6 per calendar year. Everyone'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 WPCO

MAIL TO: 3258 77th St. Ext.
Beaver Falls, Pa. 15010

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

BOB, RUTH, MIKE, & TIM SMITH PRESENT WPCO'S OCTOBER RALLY & TOUR THROUGH THE COUNTRY SIDE AROUND JOE WARD'S COUNTRY (BEAVER FALLS). THIS SUNDAY!! 12 NOON.

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 2 on the Pa. Turnpike. First car off at 12 noon. Plan to arrive solo by noon or join the Corvair Convoy departing Howard Johnson's lot in Homocerville (Rts. 32 & 48) at 10:45 AM. Wait for the Convoy along the Five if you live between Homocerville & Beaver Falls.

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

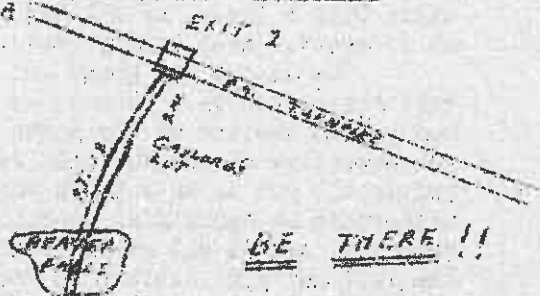
The rally will only take about an hour. IT IS FREE. It will be easy, scenic, fun, and there will be challenging write ins along the way. Don't inform us that we will terminate at a very good restaurant in Bridgewater, Pa. overlooking the Ohio River, trimmed in fall foliage. Gather in the bar area until 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. IMPORTANT: BRING WITH YOU:

- 1) At least one navigator (The more the merrier)
- 2) A Pennsylvania road map
- 3) A watch of some sort (Wrist watch is fine)
- 4) A good appetite!!!

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

NEW MEMBERS

Bob Schilling, Arragh, Pa. (814)466-6079. Bob is a 21 year old draftsman who owns a 69 konga coupe. Bob was recruited into WPCO by Aron & Alice Miller. Hope to see you on Sunday Bob.



OUR NEXT MEETING OCT 24 8 PM 2d FEDERAL S & L MONROEVILLE

Our regular meeting will be held Tuesday evening, Oct. 24, 8 PM, at 2d Federal S & L in Monroeville. The meeting place is located on Stroschein 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. 10, 1PM - 5PM, near South Park. PUT IT ON YOUR CALENDAR!! Also our attorney member, Dave Lovajoy will tell us about the advantages of incorporating. Dave Fabzonic will tell us why our Adv. 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 MEETING

Thanks again to Bill & Irene Artzberger, the 1978 version of the WYGC Gynkahtha was even fun than the 77 version, if you can imagine that! A good turnout of 30 or so people enjoyed quite a show, and 36 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.

Dabs (had 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 forged on the following so called "teams"!! Most of them are still not speaking to each other!

- 1st. Jim Artzberger & Sandy Burrus - (Good work Sandy, considering the pilot you had)
 - 2d. Al & Carole Friend - (Actually, Carole wasn't speaking to me, so Taffy navigated)
 - 3d. 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!)
- BOOBY PRIZE - Walt & Spots Beldinger - (Maybe now you'll swap that Robert for a Vair)

A true highlight of the "very formal" trophy ceremony was Wayne Jones' presentation of a framed certificate to Mike Smith, commensating his efforts in restoring his beautiful 54 convertible. Walt & Hazel Moore brought a chest full of pop & ice cold Iron. Some parts swapping went on, along with a little soccer & football. Bill & Velma Klotz along with John Lantz, from The Frisad'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 minds with COKSA president Allen Martin and Hal Marcus, the new Executive Director. Bill recommends that all chapters back the new Corsa 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.

THIS & THAT

Ed Pazel reports that Dick Ersler took a third and the Female 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 Sebbens taking first in class, Ed Pazel 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 28 PAGES OF DYNAMITE. IT IS EVEN BETTER THAN I ANTICIPATED WITH GLOSSY PAGES, BEAUTIFUL PICTURES & ILLUSTRATIONS, AND AN ARTICLE ABOUT "STEEL CITY CONCOURS III" ON PAGE 5. (EVEN A PICTURE OF BOB & LINDYNE HOLDERBAUM, ROBBY, & THE WOMAN)

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NATIONAL CONVENTION COVERAGE - That tremendous weekly publication known as "OLD CAR" 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 "OLD CAR". **PLEASE READ IT.** After doing so, I ask you to consider doing two things, if you haven't already. **#1. SUBSCRIBE TO OLD CAR.** **#2. JOIN CORSA.** You will love them both. **EST. 1919 THE HOBBY!**

**1979
CORSA
National**

The Corvair is not dead, it's even closer to dying. The all of Ralph Stein's efforts to keep it out of the Corvair as a collector's item, is proving to be a disappointment. The GM's special car of the 50's on the road, is now over 5,000 numbers strong, and is the largest one make club on the world. CORSA's National Convention held in San Diego, July 20-23, drew 2,700 Corvair fans from all over the country. It was a tremendous show of strength for a great little idea which has not completely come and gone.

Before the Corvair was taken out of production in May, 1969, 17 million Corvairs of one kind or another were built. Twenty per cent of them are still on the road, according to Eddy Sanford, insurance salesman. What several people is making the Corvair so collectible? The answer is to be found in the participation of all of them. Some of the most interesting cars of the decade. For some, Corvair really did have something else and it's been called "The Corvair Club". Some are just people, a number of the best, because it's something that's been forgotten. And that's a great, to be happy and more important, to be different.

I can't afford to drive my Corvair. It's a long distance from my house. I can't afford to drive my Corvair. It's a long distance from my house. I can't afford to drive my Corvair. It's a long distance from my house.

Others will be about ready to give up and believe that they're done. "These people who are selling parts seem to be the only ones left," one Southern California collector told me, as he proudly displayed his first Corvair. "With some money, the dealers have gotten to be such a pain. You can't even collect the cars any more except to the dealer."

But others talk about reasonable prices on the cars. Corvairs are still plentiful. Prices are what the market of every collector who wants one, or several. \$1,000 is not all that big for a very nice Corvair. The fact that amount of one will buy you a good Corvair. For a few hundred dollars you can get into a good running Corvair, under the other Lakewood way. Everyone at the convention seemed to have a story to tell about how to

buy a Corvair. Some Corvair fans are willing to pay a lot of money to get a Corvair. That seems to be the difference between the cars that are making the hobby - and the cars that are making it. Can you afford to get into a Corvair and participate in club activities? Or do you have to buy it, purely as a speculative asset, and spend all of your free time looking for a bigger sucker than you to sell it to? Fortunately, for the collector of cars, the Corvair market is still very wide open. There's a lot of money to be made here. The big money is in Corvairs, yet. The market has not completely reached its peak. It's still a long way from being a "hot" market. It's still a long way from being a "hot" market.

This biggest Corvair convention on record lasted a full four days. The highlights began Thursday, July 20, with the grand parade of San Diego. There was a lot of fun, but the main event was the beach party. The party was the day of judgment at the Lakewood Center in Mission Valley, followed by a banquet at which ex-GM styler head, Bill Mitchell, was guest speaker. Some of the speakers were: Bill Mitchell, who spoke about the car, and the Corvair Club. Some of the speakers were: Bill Mitchell, who spoke about the car, and the Corvair Club.

The problem with a lot of cars, and the Corvair, was that many people were not aware of the fact that they're the only Corvair club in the world. They're the only Corvair club in the world. They're the only Corvair club in the world. They're the only Corvair club in the world.

Another place where Corvairs are sold is at the Corvair Club. The Corvair Club is a place where Corvairs are sold. The Corvair Club is a place where Corvairs are sold. The Corvair Club is a place where Corvairs are sold.

and when the car is in the shop, when the car is in the shop, when the car is in the shop. When the car is in the shop, when the car is in the shop. When the car is in the shop, when the car is in the shop.

The CORSA is a professional looking organization. It's a professional looking organization. It's a professional looking organization. It's a professional looking organization. It's a professional looking organization.

Perhaps they're really all very anxious to show very anxious feelings about the car. Perhaps they're really all very anxious to show very anxious feelings about the car. Perhaps they're really all very anxious to show very anxious feelings about the car.

The fact of the Corvair was the late Ed Cole. He was intrigued with the possibility of 1969 and expanded engine

design World War II. He had a Corvair. He had a Corvair. He had a Corvair. He had a Corvair. He had a Corvair. He had a Corvair. He had a Corvair.

The car's design was pretty well defined by early 1954. The car's design was pretty well defined by early 1954. The car's design was pretty well defined by early 1954. The car's design was pretty well defined by early 1954.

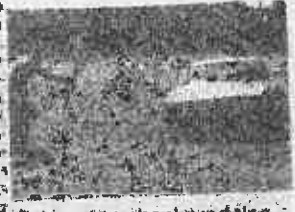
Originally, the Corvair was offered in a single color, the Lakewood silver. The Lakewood silver was the only color. The Lakewood silver was the only color. The Lakewood silver was the only color.

Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced.

These are involved in the Corvair. These are involved in the Corvair. These are involved in the Corvair. These are involved in the Corvair. These are involved in the Corvair.

Perhaps Corvair just never got the chance to be a great car. Perhaps Corvair just never got the chance to be a great car. Perhaps Corvair just never got the chance to be a great car.

Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced. Corvairs are still being produced.



GENERAL CORVAIRES
CORSA
1979-1980
1981-1982
1983-1984
1985-1986
1987-1988
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2027-2028
2029-2030



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



The plain and functional Corvair interior.



Swappers swap and chat at the swap meet.



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

Thanks, Tim:

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

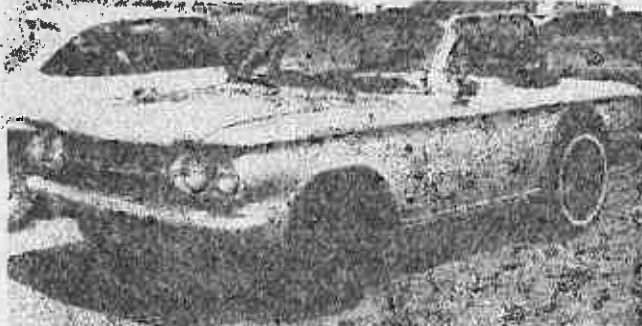
Tim's description of CORSA and its members was just beautiful, and as accurate as can be. His statements to old car buffs in general should have been said long ago, and hopefully will do a lot of good in the future.

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 harem, keeping speculators out of our affairs. I honestly suspect that the majority of them are so ill informed as to still think that Mr. Nader was right!

Again, thank you Tim Howley and Old Cars 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. Penna, Corvair '68.



This shortened convertible gets the bizarre award.



Side by side by Corvair.

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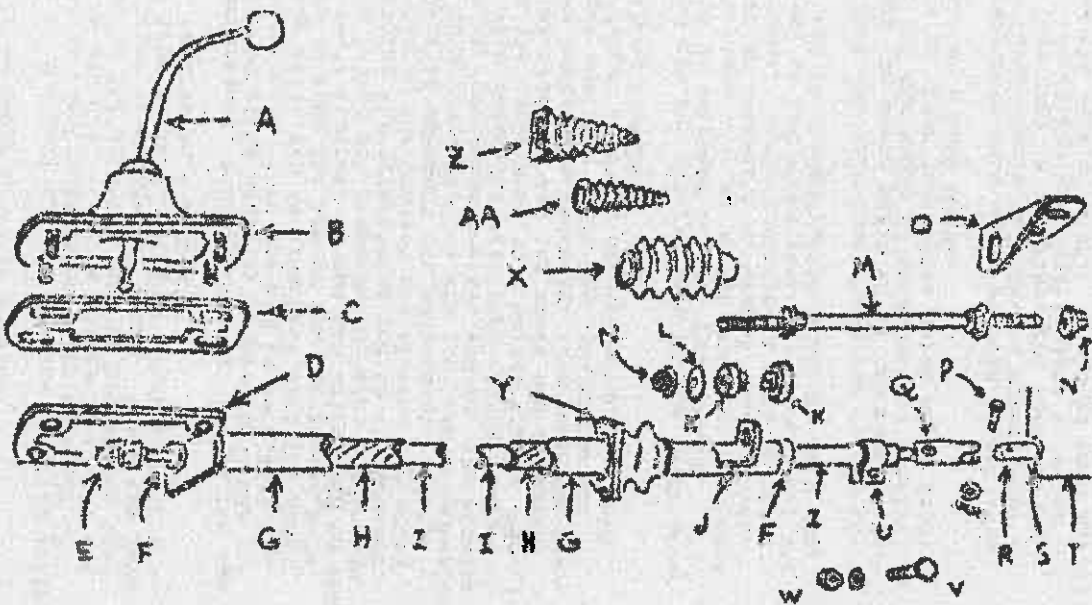
If you own a typical Corvair with manual transmission, you've probably had occasional or continual trouble with shifting gears. If you've never driven a 4-speed Corvair or an old MG or Sprite in good condition, you might be quite unfamiliar with your Corvair's indifferent shifting. Or you may believe the popular notion that sloppy over-engineering is inevitable with fast long linkage and you just have to live with it.

Well, sloppy linkage in a rear drive 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 Corvair shifting. This article deals specifically with 1965-1969 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 information 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 some of them 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 the thinking point. Here are some of the common trouble areas:

1. Bushings (Y) are loose or missing so the inside shift tube (I) can move excessively within the main shift tube (G). Almost all Corvairs will have this problem.
2. Bent shift tubes (G and I) due to past over-couplers of the car bottom with returns of boards.
3. Shifter (B and F) is insufficiently lubricated and dirty.
4. Shifter (B and F) is bolted too tight or too loose to the car floor.
5. Coupling assembly (Q) holes are worn too large.
6. Connecting 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. Stabilizing rod (M) is too loose or is misaligned.



If you don't want your car sitting up on junk streets any longer than necessary, you may be well advised to get parts before you begin your inspection. I suggest you obtain the following new parts:

- 1 (P) classic bushings (see notes below) #7490952
- 2 (K) rubber sprockets (old gear may be OK) #3510700
- 1 (Q) coupling assembly (may be repaired) #3529296
- 1 (R) coupler pin (get 2 or 3 for spares) #3529296
- 1 (Y) foot assembly #3529308
- 1 (X) foot #3529308
- 1 (Z) foot #3954465
- 1 (AA) foot #2056928

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 good, repair the spin holes by drilling or welding the new pin of metal. Use a wet rag to keep from cooling the rubber insert. Grind 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. Do NOT attempt to drill out the hole in the transmission selector shaft (E) 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 bolt (F) on the large shaft tube (G), stretching it to go over the rubber bracket (J). Install the inside tube (I), plastic liner (H) and outer tube (Q) together. Insert the foot (K), insert the coupling assembly (Y) with the clamp (V) squarely in front of the foot (K), sprockets (L), washer (M) and nut (N) to the rear bracket (J). Tighten only enough to compress the sprockets slightly. Insert the other end of the rod (M) into the bracket (C) where it is bolted to the transmission crossmember. Put the second nut (V) on loosely. Now go to the front and loosen the assembly (Y) to the skitter base (H) being careful to position the spacer (C) that was present. This is a good time to get your helpful friend to hold the shift lever steady from above while you line up the parts and tighten the nuts.

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

Now go to the back and connect the coupling assembly (Q) to the transmission selector shaft (R) with the pin (P). Tighten things up snugly and head up to the driver's seat to try moving the shift lever to engage all gears. Move the lever in its rearward position; it will go in a 4-speed, reverse in a 5-speed.

Beep underneath, pull out the pin (P) so you can move the coupling assembly forward from the selector shaft. When the pin is out, pass the coupling still in alignment with the shaft; or does it hang too low or too far to one side? If it isn't aligned, loosen the bolts holding the bracket (U) 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 shaft tube hangs too low and you can't compensate for it by moving the bracket around, try putting a metal shim 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, tighten everything securely, then move the coupling back over the shaft and insert the pin. Don't forget a washer and nut for 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 ten and move the lever forward or backward as needed, and tighten. The normal lever position is more or less vertical at the floor when in neutral, but the angle can be changed quite a bit to suit you.

You might ask your large suffering friend to run through the gears again while you check underneath for any signs of looseness or binding. Motion up those two bottom speed control panels and go for a test drive.

Everything went well, you can expect the shift lever should only have a friction of an inch or two 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. Metal 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 any car you've ever driven. Harsh shifTERS possibly excepted.