

The Vair Street Journal

The Newsletter of the Western Pennsylvania Corvaire Club

May/June 2013



INTERNET IMAGE

Above:
1966 Corsa

Inside:
2013 Schedule
of Events - p.2

Next Meeting:
July 23, 2013

North Park Lounge Club House • Rte 8
1/4 mile north of the Butler PA Turnpike Exit
Dinner at 6:30 Meeting at 7:30



Never forget
09-11-01

May 28, 2013 Board Meeting Minutes

Officers Present:

Jim Steigerwaldt, *President*
Jim Heatherington, *Treasurer*
Pat Greenwald, *Secretary*

Board Members Present:

Don Baker
Don Cekus
Bob Hieber
Jim Madden
Steve Puskas
Charles Lucas, Newsletter Editor

The meeting was called to order by President Jim Steigerwaldt.

The minutes of the March 26th meeting were approved as printed.

Jim Heatherington's treasurer's report showed a balance of \$2,335.56 with another \$500 to be returned to the account when the money comes in from the Dayton trip. The president asked how many would be attending. He was assured that there would be more than enough to cover the \$500 deposit.

Jim Heatherington informed the members of a car show to be held on Sunday, June 1st in Mars put on by the North Hills Historic Club.

Jim also reported on the tour that he ran for the Vintage Chevy Club earlier in May.

Jim Steigerwaldt started the discussion about the Clark's ad printed in the journal.

Charles Lucas talked to Clarks and they are waiting for us to give them a price.

It was moved, voted on, and passed that we will ask \$125.00 for the ad to appear in five journal printings. Charles will contact them with the price.

Charles also discussed an email that he received from Kurt Foltz. Kurt would like the club to focus more on tech issues with the car more than social events. Charles will print a request for members to send him tips that he will print in the Journal.

Steve Puskas discussed plans for the Meadowcroft trip on June 22nd. He will get details to the editor for forwarding to members.

Steve also distributed information about the August 24th Butler County Backroads Heritage Rally. That information will be in the next journal.

Jim announced that the dates for this year's Idlewild event are July 8 -12.

Don Baker distributed information about the Vintage Grand Prix.

Don Cekus does not yet have a date for the Victory Hill Car Show.

Jack Bachman will talk to Tim Desmond about the blueberry trip.

Bob Hieber will plan the September 14th trip to the Johnny Appleseed Festival in Lisbon, Ohio.

Jim Madden will be working out details for the September wine tour.

Respectively submitted,

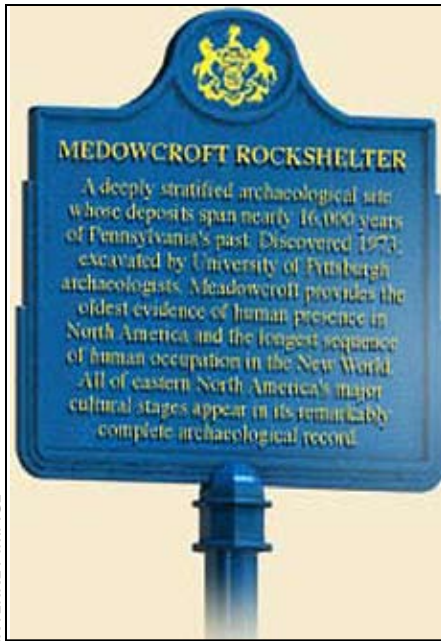

Pat Greenwald

2013 Events Schedule

Jul	7-14.....	Vintage Grand Prix	
	16-20.....	CORSA National Convention	Kalamazoo, MI
	23.....	Member Meeting	North Park Club House
	27	Blueberry Trip	Tim Desmond
Aug	3.....	Victory Hill Car Show 10:00 a.m. - 3:00 p.m.	Don Cekus
	24.....	Butler County Backroads Heritage Rally	Steve Puskas
	?	Picnic	
Sep	14.....	Johnny Appleseed Festival	Lisbon, OH
	24.....	Member Meeting	King's in Harmarville
	28-29.....	Wine Tour	Erie, PA or NY.....
			Jim Madden
Oct.	4-6.....	Air Force Museum.....	Dayton, Ohio
			Al Friend
Nov.	26.....	Member Meeting	North Park Club House
Jan.	12, 2014....	Holiday Party	Grant's Bar
			Jim Madden

Meadowcroft Village & Rockshelter

Story by Suzanne Heatherington/Group photo by Les Walter



INTERNET IMAGE

Saturday June 22m 2013

Planned and led by Stephen Puskas, this was a wonderful destination for our club. The drive south into Washington County took us through the beautiful rolling hills that Pennsylvania is famous for.

Meadowcroft Village and the Meadowcroft Rockshelter are now under the auspices of the Heinz History Museum. The Village has attracted tourists since its establishment on the former Miller farm. It consists of various buildings depicting activities associated with our colonial heritage like blacksmithing, spinning/weaving, etc. As it was quite hot, we didn't plan to visit the Village; Steve's goal was to show us the Rockshelter archaeological site. Meadowcroft Rockshelter is a natural geological formation high above Cross Creek with a southern exposure and excellent, almost cave-like, protection from the elements.

We started at King's in Wexford; our group included Don Cekus, Jim & Suzanne Heatherington, Jim Steigerwald and Les Walter. Steve's navigational skills gave him some trouble after we entered Washington

County so Jim Steigerwald (former state policeman and navigator extraordinaire) took the lead. We arrived at Meadowcroft at lunchtime and before going to the Visitor's Center, we ate our picnic lunches under the park's shade trees. The Center showed a film depicting the "people-ization" of the United States part of North America. The earliest people here were nomadic, traveling around as family units to find food and shelter throughout the year. As they traveled, they left evidence behind at their campsites.

Up at the Rockshelter, a docent (along with additional films) told us that this important site reveals the earliest evidence of human habitation in North America. It dates back 16,000 years pre-dating the Clovis period (dating back 11,500 years) which had long been considered the earliest evidence of people on this continent.

Property owner Albert Miller first discovered prehistoric artifacts here in 1955 in a groundhog burrow. He realized the importance of these artifacts and instead of bragging around town about them, he carefully covered them over and searched for a professional archaeologist to excavate the site. It took him 16 years to inspire professional interest but because of his patience and caution, the site and its secrets were kept safe from both looters and careless hobbyists. In 1973, Dr. James Adovasio from the University of Pittsburgh came to the site and agreed with Miller that this place had the potential to provide information about human habitation going back many thousands of years. (Even he, though, was astonished at the depth of the site and the many thousands of artifacts so far discovered.)

Recent renovations to the Rockshelter's enclosure mean that visitors can climb up to the site itself and view the excavation,



Enjoying their picnic lunch at Meadowcroft are l to r: Don Cekus, Suzanne Heatherington, Stephen Puskas, Jim Heatherington and Jim Steigerwaldt. Les Walter is behind the lens.

archaeologist's labels, and the actual places where fire-pits had been established during various "ages" for both warmth and food preparation. Some of these historical periods were represented by layers so thin they were excavated using razor blades in procedures both exacting and mind-numbing. In fact, the excavation protocols used at Meadowcroft are still considered state-of-the-art and the site is widely regarded as one of the most carefully excavated sites in North America.

As Steve and Jim S. had recently visited here, the only ones in our group to climb the 60+ steps up to the Rockshelter were Don Cekus and Suzanne Heatherington. Both were very glad they had done it, as the presentation there was both excellent and fascinating.

It was a beautiful drive and perhaps when the weather isn't quite so hot/humid, we can return and browse around the museum's village buildings. A big thank-you to Steve Puskas for taking us to this interesting place!

Many thanks to Suzanne Heatherington and Les Walter for their contributions to this article.

ed.

Wright Patterson-Dayton, Ohio Trip Update

General Curtis LeMay and the B-52 Superfortress

Source: " BUF Bulletin" Newsletter of the B-52 Stratofortress Association - *LeMay*, by Barrett Tillman -- AACA Newsletter, June 2013

If any image represented the cold war, it was the Boeing B-52 "Stratofortress." No other aircraft so thoroughly defined the era. Similarly, other than the B-29, it is also the aircraft most closely identified with Curtis LeMay.

The Stratofortress began life immediately after World War II when the army air forces requested proposals for an intercontinental bomber. The Convair B-36 was already contracted, but revolutionary advances in aviation technology clearly meant that the "Peacemaker" would be surpassed.

The B-52 became operational at Castle Air Force Base in June 1955, becoming the backbone of the Strategic Air Command (SAC) from that point on. Nearly 750 were built through 1962.

Not everyone was completely sold on the B-52. It was large, relatively complex and would require additional funding for suitable hangars, hardstands and runways. LeMay conceded all those points but insisted that the Stratafortress was worth the effort. In its capacious airframe he saw room to grow—and he believed the extra



INTERNET IMAGE

General Curtis LeMay

infrastructure would prove useful well downstream. He was proven right.

Air Force Secretary, Donald Quarles (1955 -1959) called the B-52 "The most formidable expression of air power in the history of military aviation." LeMay would not disagree, though he remained notably unsentimental

toward specific aircraft during his three decades in uniform. However, Boeing built everything significant to him during that period: from the B-17 to the B-29, B-47, B-52 and KC135.

Lemay's assessment of the B-52 placed it far ahead of its predecessors. The B-52 model cruised faster than the B-47 and twice as fast as the B-36, slightly exceeding the Peacemaker's combat radius and easily out-distancing the B-47. With in-flight refueling the B-52 achieved unlimited range possibilities -- a true intercontinental bomber -- with a six man crew to share the workload of the B-47's three man crew. Lemay finally had the weapon he wanted.

From Tour Coordinator AI Friend, a B-52 Veteran

After digging out my Navigator's Time Log book, I rediscovered that I flew 2,428 hours during my seven year tour in the Air Force. A total of 2,016 of these hours were in the B-52, including 53 combat missions in South East Asia, using conventional weapons. Combining this with the many weeks spent on ground nuclear alert explains why Carole, to this day, will tell you that she didn't see much of me during our Air Force years of marriage!

During our upcoming visit to the Air Force Museum, perhaps we can allot some time to meet under the museum's B-52. I would love to answer your questions and explain the capabilities of this amazing bomber that first flew in 1952, and will probably remain operational into the 2040s. Compare this to the average 30 year life span of normal military aircraft. I'm sure that our talk will remind me of the many boring hours and moments of sheer terror in this plane, that I will relate to you.

**See Dayton Tour
application on page 5** 



INTERNET IMAGE

A Boeing B-52 Stratofortress Bomber takes off over a desert airfield.

Application for the October 4 – 6 Dayton, Ohio Tour

ITINERARY:

Friday Oct 4

- 8:00- 10:30 AM - Breakfast kick-off meeting in the Huddle House Restaurant at Claysville, Exit 6 on I-70
- 10:30 AM - Depart for Dayton.
- 3:00 PM - Check in at the Hope Hotel, and Third floor hospitality suite opens.
- 6:00 PM - Cash bar in the "B-17 Flying Fortress / B-29 Super Fortress" banquet room on the first floor.
- 6:30 PM - Our joint banquet with The 26th Bomb Squadron begins with Ron Horak as the keynote speaker.

Saturday Oct 5

- 6:30 - 8:00 AM - Fabulous breakfast Buffet in Packy's Sports Bar on the first floor.
- 8:30 AM - Depart for The National Museum of the United States Air Force, parking in the auxiliary lot.
- Lunch, on your own, at the Valkyre Cafe on the second floor.
- 2:00 PM - Optional meeting with Al Friend under the nose of the Viet Nam veteran B-52.
- 4:30 PM - Depart the Museum for the hotel. Then relax and tell stories in our hospitality suit.
- 6:30 PM - Cook out type dinner at the hotel. Then to the hospitality suite for videos, pictures, tapes, and additional old car & war stories (Exaggerations expected & acceptable!)

Sunday Oct 6

- 6:30 - 10:00 AM - Fabulous breakfast buffet in Packy's. Check out time is 12:00 noon.
- Then your options are: (1) Bid us goodbye and head for home. (2) Return to the USAF Museum which opens at 9:00 AM. (3) Join us for the optional tour to "America's Packard Museum (\$5 tour rate) and "The Carillon Historical Park", which includes the Wright Brothers Aviation Center. (\$6 tour rate). The optional tour will depart the hotel at 12:30 PM.

The cost per person for our tour is \$55, and includes Friday's dinner and banquet with the 26th bomb Squadron; Saturday's cook out dinner; hospitality suite drinks & goodies; equipment rentals; set up fees; etc. etc. Please complete the lower portion of this application and return it with one check for \$55 multiplied by your total number of participants. Two breakfast buffet tickets per guest will be distributed by the hotel at check in. Gratuity is included for the dinners, but not for the breakfast buffet.

Bring: A picture ID, even if you do not intend to drive; camera; nametags; cell phones; walkie talkies; and perhaps a cookie donation to the hospitality suite. Friday's breakfast meeting at the Huddle House and lunch at the USAF Museum are not included in the price.

Questions: Al Friend, 724-433-0839 a.c.friend@comcast.net
 DonCekus, 412-952-3190 corsadon1@gmail.com



.....

Primary Names: _____ Cell _____ Grilled Salmon or Prime Rib?

Address: _____

ADDITIONAL PARTICIPANTS

Names: _____ Cell _____ Salmon or Prime Rib

Names: _____ Cell _____ Salmon or Prime Rib

Names: _____ Cell _____ Salmon or Prime Rib

Names: _____ Cell _____ Salmon or Prime Rib

Names: _____ Cell _____ Salmon or Prime Rib

MAILING DEADLINE: SEPTEMBER 2, 2013

Total Amt. Enclosed \$ _____ Payable to: WPCC or Westem PA Corvair Club

Mail to: Al Friend • 6000 Great Oak Drive • Export, PA 15632

Tech Tips from the past

Long-Term Storage

Here's a tip that can be used on any car you're storing for an extended period of time. In fact, if you use this tip, it's more likely you'll use it to store your Corvair.

When you store your car for an extended period, the oil film on the cylinder walls and other internal parts, which isn't very thick to start with, dries up, allowing the formation of rust. When you fire the car up later, the piston rings scrape off the rust and you've lost a bit of the cylinder wall. You don't lose very much, but you lose it at a much higher rate than you do from daily startups.

When you put your car away, you could remove all the spark plugs, squirt some oil in the cylinders, and crank the engine a few times. This will put some oil on the cylinder walls, but it may not be evenly distributed and it won't necessarily get on other parts like valve stems.

There's a better way. There is some stuff called marine fogging spray. It's kind of an oil emulsion that comes in an aerosol can. You use it to put a good film of oil on all the parts in the intake tract and on the cylinder walls. What you do is remove the air cleaners, start the engine, and while revving the engine at say 1500 RPM, just spray the stuff down the carbs. You continue this until you start to get a good bit of smoke out of the exhaust, then you shut down the engine and leave it. If you spray too hard initially, you'll kill the engine before you get enough oil in it, so you

need to spray intermittently, keeping the engine just short of dying until you see that good smoke from the exhaust.

Fogging your engine is relatively easy to do, so you can do it when you're storing your car for the winter, or just for a couple of months. There are several brands available and it can be gotten at any marine dealer.

Al Harris, Hot Air Mail, NVCC

Emblem Retainers

The chrome emblems on a Corvair – "110", "Corsa", etc. – are normally held on by spring steel inserts that are pushed into the holes in the body. When originally put in, they scratch the paint on the edge of the hole. Then over the years, the retainers rust, which eventually causes the body to rust out around the holes. When replacing trim, you can avoid this by using common drywall screw inserts in place of the stock steel retainers. Just find a size that the emblem's studs just fit into, press the plastic insert into the body, and push the emblem into the holes.

The Air Cooled News, Lowcountry Corvair Association

Throwing a Curve

You say you'd love to know what the mechanical advance curve is in your distributor, but you don't have access to a distributor machine? Don't sweat it. Just pick up a Mr. Gasket timing tape from your local speed shop that is designed for the diameter of your harmonic balancer. (Late model engines use one 6.75"

in diameter, early ones are probably the same – editor.) Then use your timing light to check your advance at different engine speeds as measured by your tech. (You may need a friend to help you by watching the tack and recording the data.) Record the advance, with the vacuum advance hose disconnected, for each engine speed from about 1000 through 3500 RPM at about 250 RPM increments. When you are finished, you'll have idle advance curve for your distributor. See? Nothing to it!

Central Valley Corvairs Newsletter

Saginaw Transmission Gears

If you find a '66 or later Saginaw 4-speed, usually used in Chevy ITs, Novas, and low horsepower Cameros and Chevilles, for sale cheap, buy it. Not only are the synchros, bearings, and other parts the same as '66 - '69 Corvair transaxles, but the gears, except for the input gear, are those used in the "close-ratio" Yenko Stinger gearbox. The input gear can be used, so don't throw it away. (Most of these parts can still be bought new from parts houses as well as Chevrolet dealers. It's just much cheaper to buy a good used unit.)

News and Affairs of Corvairs

If you have a Tech Tip that you would like to pass along for publication in the *Vair Street Journal*, please send it via e-mail to chaslucas@gmail.com. You can also send it via snail mail to the address at right. Thanks.

	NAME	ADDRESS	PHONE	E-MAIL
1	Aaron, Michael & Barbara	119 Valleycrest Drive, Cecil, PA 15321	724-745-0656	aaronmic@co.washington.pa.us
2	Adamson, Richard & Doris	251 Lilac Drive, Monroeville, PA 15146	412-372-3452	
3	Artzberger, Bill & Joan	305 Golf Drive, Pittsburgh, PA 15229	412-364-6842	BILLA305@comcast.net
4	Artzberger, Jim & Sandy	1300 Cattail Lane, Sewickley, PA 15143	412-749-1432 c:412-855-1313	Artzberger1300@comcast.net
5	Bachman, Jack & Joyce	402 Elfinwild Lane, Glenshaw, PA 15116	412-486-2478	quebapa@aol.com
6	Baker, Don & Joanne	12461 Larimer Avenue, North Huntingdon, PA 15642	724-863-3770	dcbakerscca@yahoo.com
7	Brier, Dick & Carol	493 Sleepy Hollow Road, Pittsburgh, PA 15228	412-563-4591	
8	Bucklew, David & Peggy	112 Carnegie Street, Butler, PA 16001	724-282-1725	dbucklew@zoominternet.net
9	Butalla, Franz & Helen	172 Rubena Road, Greensboro, PA 15338	724-966-7815 c:724-984-3233	hbutalla@gmail.com
10	Cekus, Don & Mary Ellen	197 Browns Hill Road, Valencia, PA 16059	724-903-0990 C:412-952-3190	corsadon1@gmail.com
11	Clapper, Ed & Wendy	315 Western Avenue, Beaver, PA 15009-1448	724-774-5276	ewcjr4@yahoo.com
12	Costantino, John & Clare	305 3rd Street, Freeport, PA 16229-1141	724-295-2675	
13	Dandois, Dick & Marie	11844 Route 286 Hwy W., Homer City, PA 15748-7803	724-726-5606	dindy6@verizon.net
14	Desmond, Tim & Michele	107 Hivue Lane, Pittsburgh, PA 15237	412-761-3926	TDES123@netzero.com
15	Duva, Vincent & Louise	195 Browns Hill Road, Valencia, PA 16059	724-898-1604	vinceduva78@gmail.com
16	Foltz, Kurt	194 Pinecrest Dr., Pittsburgh, PA 15237	412-486-2969	kurtfoltz@gmail.com
17	Friend, Al & Carole	6000 Great Oaks Drive, Export, PA 15632	C: 724-433-0839	a.c.friend@comcast.net
18	Goehring, Earl & Diane	140 Whitestown Road, Harmony, PA 16037	724-452-8823	goehringearl@yahoo.com
19	Greenwald, Pat	415 Crestview Drive, Plum, PA 15239	412-795-5719	pggreen233@netzero.net
20	Gundlach, John, Gayle & Laura	228 McKay Road, Saxonburg, PA 16056	724-352-4205	ggundlach@zoominternet.net
21	Hackl, George & Marlene	420 , Hulton Road, New Kensington, PA 15068	724-224-0482	
22	Hamlin, Charlotte	2207 Arbor Glen Court, Sun City Center, FL 33573	813-633-6684	hamlinchar@aol.com
23	Heatherington, Jim & Suzanne	128 Sharp Road, White Oak, PA 15131	412-672-0914	sheatherington128@gmail.com
24	Hieber, Bob & Donna	1679 Brodhead Road, RR3, Moon Twp, PA 15108	724-457-9712	bob@thehiebers.com
25	Izzo, John & Dolly	725 Providence Drive, Plum, PA 15239	412-793-2058	daizzo@yahoo.com
26	Kreisel, Curt & Elana	1141 Sunrise Drive, Pittsburgh, PA 15243	412-561-1845	curt.kreisel@wolterskluwer.com
27	Lucas, Charles & Sarah	236 W. Marigold Street, Munhall, PA 15120-2233	412-462-6735	chaslucas@gmail.com
28	Madden, Jim	323 Stanton Avenue, Pittsburgh, PA 15209	412-321-1654	jrmadden66@aol.com
29	Matenkosky, Walter & Susan	702 Spring Street, Latrobe, PA 15650	724-537-8922	wmatenkosky@hotmail.com
30	McDonald, Paul & Joyce	258 Evans City Road, Butler, PA 16001-2711	724-287-5671	jam40258@zoominternet.net
31	Morgan, Robert & Margaret	344 Ridge Road, New Brighton, PA 15066	724-846-6040	
32	Pflugh, Ronald	102 Kemar Drive, Butler, PA 16002	724-282-7895	rpflugh@zoominternet.net
33	Puskas, Stephen	221 Green Manor Drive, Butler, PA 16002	724-284-3721	spuskas@embarqmail.com
34	Saul, Edwardine	1084 Watt Road, Apollo, PA 15613		
35	Schlarman, Jack	800 Erdner Ave. Pittsburgh, PA 15202	412-734-2905 C: 412-251-2054	dixie1935@aol.com
36	Smith David and Bernice	839 Hummingbird Lane Apollo, PA 15613	724-727-1375	56mercman@comcast.net
37	Smith, William and Rosella	214 Saddlebrook Drive Indiana, PA 15701	724-840-8509	was35@comcast.net
38	Steigerwaldt, James	506 Quail Drive, Cranberry Twp, PA 16066-4074	724-776-0935	Jimstg@zbzoom.net
39	Sweet, John & Charlotte	1264 Walnut Street, Stoneboro, PA 16153	724-376-4335	jasvair@certainty.net
40	Tedesco, Bob & Polly	4741 Curry Road, Pittsburgh, PA 15236	412-881-8577 C: 412-584-8668	bptedesco@aol.com
41	Tyger, John, & Barb	8399 Rte 954 Hwy. N., Creekside, PA 15732	724-397-2043	jtyger@directv.net
42	Walter, Lester	100 Thompson Lane South, North Huntingdon, PA 15642	724-863-8437	timerles@aol.com
43	Wilson, Gregory & Patricia	508 Bigham Road, Pittsburgh, PA 15211	412-481-6864 C:412-608-6454	wilsonjl57@comcast.net
44	Yobst, Robert & Rosalie	518 Brookdale Drive, Pittsburgh, PA 15215	412-963-9943	

If you would like to correct or update your listing, please forward the correct information to:

Charles J. Lucas • 236 W. Marigold Street • Munhall, PA 15120-2233 • or phone: 412-462-6735 • or e-mail: chaslucas@gmail.com

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**When you place your first order over \$40.00
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as a 40th Anniversary Thank You**

(additional catalogs \$3 with an order)

The new Catalog includes parts from the last five Supplements as well as 100's of improvements (including better descriptions, more photos & new charts). Changes/additions to over 70% of the pages, this is our most major revision ever.



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<http://www.corvair.org/chapters/wpc>

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