

CENTRAL PENNSYLVANIA CORVAIR CLUB



V-P Ramblings

Submitted by
John Johnson



Rather than do my general type of article this month, JOHN asked if I would do an overview of our planning session at our last meeting. These are the specific activities we agreed to.

MARCH: 3/28 Gerz Car Tour. We will meet at Rivertown Restaurant in Wrightsville at 10:00 AM. Dave Steigauf will discuss the particulars in his article in this newsletter.

APRIL: Plan to meet the Maryland Corvair Club for either a cruise and/or dinner at Mountain View Restaurant in Thurmont, MD. Time and meeting place to be determined at our March meeting.

MAY: Corvair Ranch Open House on 5/17. Details will be posted on the Ranch Website.

JUNE: Markets at Shrewsbury Car Show on Friday, 6/26. We will meet at the Church, across the road from The Markets entrance. Approximate meeting time will be 2:00 PM at the Church. We will then enter as a group, as we did last year.

JULY: Annual Picnic at JOHN Berkheimer's home on 7/18.

AUGUST: TBD.

SEPTEMBER: Corvair Day. There will be a change of location this year to the Latimore Valley Fairgrounds at the National

Museum of Motor Racing. Dates of 9/19, 9/6 and 10/3 are being considered (rain or shine). Joe Darinsig is checking on the specifics and will get back to the Club members at the next meeting.

OCTOBER: TBD.

NOVEMBER: TBD

DECEMBER: No Scheduled meeting or activity

JANUARY: Christmas Party (Probably 1/9/21). We also had several other ideas from the members that will be considered at future meetings. **Ron Hash** mentioned the Orphan Car Cruise in June. Ron also has a friend who owns several Ice Cream Shops. He would like to invite the Club to come, with our cars, to his shop(s) for an impromptu car show. **Neal Lutz** invited the Club to his farm where he raises Alpacas.

REMEMBER: This is our "working" calendar. Specific dates and events have been known to change depending upon on unforeseen circumstances. In the past, we have also added new or extra events to months that already have schedules events. Our Club is **ALWAYS** open to ideas that come up from members as the year progresses. This is your Club, our success depends on your support. One thing that is

guaranteed and that is---**it's going to be another busy and active year!**

CORRECTION ON DATE. Saturday, March 28th Cruise to Barry Gerz Car Collection Submitted by Dave Steigauf

On Saturday, March 28th, we will be going to see a collection of vehicles from the 1920's to 2004. The collection belongs to Barry Gerz and amounts to 25-30 various vehicles. Barry and his sons are the owners of Gerz Radiator shop in downtown Lancaster along with some other repair and restoration shops. The original radiator shop was started by Barry's father in the mid 1920's and is still in operation today.

We will be meeting at our old meeting place, The Rivertown Restaurant, in Wrightsville. It is located next to the Susquehanna Dodge Jeep dealership (Wrightsville exit off route 30). We will be departing the restaurant at 10 AM for Barry's tour. After the tour we will be going to the Dragon Buffet on Fruitville Pike. The buffet is a very large buffet with

GERTZ continued on page 10

March 2020 UPDATED



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CENTRAL PENNSYLVANIA CORVAIR CLUB

The Corvaair Powerglide Diagnosis

Guide *taken from March 2014*

VairCor, Author Mike Dawson

THIS IS A VERY GOOD GUIDE FOR FINDING "POWERSLIDE" PROBLEMS print it out, save it in your repair manual for future reference.

Submitted by Dave Steigauf

The first thing to check in case of a transmission malfunction is the fluid level.

No drive in any gear:

1. Low fluid.
2. Front pump drive tips worn out or stripped splines.
3. Loose valve body or blown out valve body gasket at the pickup passage.
4. Snap rings holding front pump drive broken or off of the shaft. (Shaft hit on the end before assembly to differential.)
5. End broken off of shifter cable while selector was in neutral. (Bad battery ground to engine can burn it off.)

Slow going into both low and reverse:

1. Manual valve out of adjustment because of stretched cable – engine speed will also flare on up shifts.
2. Loose valve body or leaking valve body gasket.
3. All of the lip seals are hardened – use TransX.

Slow going into reverse only, or no reverse only:

1. Rear pump bolts loose.
2. Reverse piston lip seals hardened.
3. Reverse piston broken around the center.

Quick upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Broken (missing) E-clip on throttle valve and the valve jammed to the rear.
3. The throttle valve lever was broken off and welded back on at the

- wrong angle.
4. Defective governor – broken internal parts (rare), or frozen valve inside the shaft.

Late upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Badly worn governor outer shaft surface.
3. The throttle valve lever was broken off and welded back on at the wrong angle.

No upshifts:

1. Broken/worn out governor driven gear or a badly worn shaft.
2. Spool valve frozen in governor from sitting for years.
3. Broken (missing) E-clip on throttle valve – a piece of the clip may be lodged in the low drive shift valve.
4. Hardened or broken lip seals in the high clutch.
5. Broken drive legs in the rear pump.

Slips on upshift:

1. Low fluid.
2. Worn out high clutch plates.
3. Hardened lip seals in the high clutch piston.
4. Low band way out of adjustment.
5. Manual valve out of adjustment.

Hard upshifting:

1. Broken hoses on vacuum modulator line.
2. Hole in steel modulator line at rear shroud.
3. Stuck modulator valve (inactive a long time).
4. Blown out valve body gasket at pressure regulator.
5. Hard reverse only: Harden reverse piston lip seals or a broken reverse piston.

Hard down shifting:

1. Idle speed too high.
2. Vacuum modulator bad.
3. Leak in vacuum modulator line or hoses.

Jumps out of gear under a load in low:

1. Low fluid level.
2. Worn out low band or out of

- adjustment.
3. Broken ear on the low band at the strut.

Drives in neutral:

1. Shifter cable was not installed into the transmission correctly. (See instructions in shop manual).
2. Gray fluid and a hissing noise in low gear.
 - Bad torque converter.

Blows fluid out of the vent after an hour at high speed:

1. Overheated cheap transmission fluid – switch to synthetic.
2. Bad sprag in torque converter.

Corvairs may be push-started since they have both a front and rear pump. Begin in neutral, when speed reaches 20 mph, turn on key and shift into low.

Corvairs may be flat towed at lower speeds for short distances up to 50 miles without running since they have both a front and rear pump. The fluid must be at the correct level for proper lubrication. Watch for fluid loss or possible engine rotation if the cable is out of adjustment.



CENTRAL PENNSYLVANIA CORVAIR CLUB

A NOTE FROM JOE



Joe Darinsig's 1966 Yenko Stinger YS-313 Super Chevy Show at Maple Grove Drag Strip 2018. Top 10 award and masterstv.com. Interview on video.



Submitted by Joe Darinsig

To all: (on a better note....)

Linda and I went to the Super Chevy show at Maple Grove drag strip last year in July. They interviewed me with the car. Go to www.masterstv.com, click on Shows. Then scroll down to Menards Super Chevy Show. There will be 12 segments numbered from 1801 to 1812. Click on 1803, if you don't want to watch the whole video - slide across the bottom and about half way across to my car. It starts as Producers Pick. There is a shortened early brown four door beside me you can see. I received a Top 10 award that day.

- Segment 1804 shows a red 1965 Monza convertible.
- Segment 1806 shows a red & white Rampside.
- Segment 1807 shows Casey Vandenberg's blue 1967 Dana Stinger.
- Segment 1811 shows my car again, same scene as the 1803 and the red '65 Monza convertible in 1804.

NON-ETHANOL GAS AVAILABLE HERE

GAS STATIONS THAT HAVE NON-ETHANOL GAS FOR SALE

RUTTERS STORE AT 700 W. MARKET ST. AT THE EXIT OF RT.30, HALLAM EXIT. 90 OCTANE, CURRENT PRICE 1/31/20 WAS \$3.19 A GALLON.

AL'S SERVICE STATION, RT.30 AND SHERMAN ST. I DON'T HAVE CURRENT PRICES.

ROYAL FARMS, MT. ZION RD. AT CONCORD RD. 90 OCTANE, CURRENT PRICE 1/31/20 WAS \$3.19 A GALLON.
Submitted by Joe Darinsig



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www.corvaire.com

Corvaire Cross Reference of Original Bulbs to LED Equivalent*

Submitted by Dave Steigauf

	1960	1962	1967	superbrightleds.com LED Equivalent (2019)
Parking Lamp & Directional Signal	1034	1034	1157	1157 LED Bulb - Dual Function 27 SMD LED Tower - BAY150 Bulb - Amber Part Number: 1157-A27-T
Tail & Stop & Turn Signal Lamps	1034	1034	1157	1157 LED Bulb - Dual Function 27 SMD LED Tower - BAY150 Bulb - Red Part Number: 1157-R27-T
Back-Up Lamps	1073	1073	1156	1156 LED Boat and RV Light Bulb - 18 SMD LED Tower - BA15S Retrofit - 325 Lumens - Cool White Part Number: 1156-CW18-T
Instrument Lamps (Dash)	1816	1816	1816	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Directional Signal Indicator Lamp (Dash)	57	57	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Temp-Pressure Indicator Lamp (Dash)	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Gen-Fan Indicator Lamp (Dash)	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Headlight Hi Beam Indicator Lamp (Dash)	53	53	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Glove Compartment Lamp	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Dome Lamp	211	211	211	578 LED Bulb - 8 LED Festoon - 44mm Part Number: 4410-x8-CAR
Courtesy Lamp			631	1156 LED Bulb - 18 SMD LED Tower - BA15S Base Part Number: 1156-x18-T-CAR
Courtesy Lamp	89	89		67 LED Bulb - 12 LED Tower - BA15S Base Part Number: 67-x12-CAR
License Plate Lamp	67	67	67	67 LED Bulb - 12 LED Tower - BA15S Base Part Number: 67-x12-CAR
Radio Dial Lamp	1891	1891	1893	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Heater Control Lamp	53	53	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Brake Warning Lamp			1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5

* This cross referenced parts list is what I used. Since many Corvaire have been rewired over the years, I would strongly recommend you verify that you have the correct socket for the correct bulb, and you purchase the appropriate LED replacement for that particular socket. Have Fun!

CENTRAL PENNSYLVANIA CORVAIR CLUB

LOCAL EVENTS

MARCH

Sunday, March 1, 2020: Hamburg Swap Meet and Car Corral

Location: Hamburg Fire Co. Field House, 127 South Fourth St. (rear), Hamburg, PA. Time: 7 AM to 2 PM. Event Info: Over 100 indoor spaces with unlimited outdoor spaces, handicap friendly, refreshments available. Held rain or shine. Adults \$2, children under 12 free. For vendor spaces or general information call 610-823-4656. <http://ontelaunee.aaca.com/hamburg-swapmeet/>

March 14: CORVAIR SWAP MEET 9:30am - 1pm Classic Car Center, Fredericksburg, VA. Anyone with Corvair related items to sell is welcome to set up a spot. Some indoor areas (No greasy items indoors) and outdoor setups as well. Come to sell, buy, trade all things Corvair. All Clubs welcome. We will have pizza and drinks for sale for lunch. No fee for sellers. Not interested in buying or selling? Come join us for the camaraderie and tour the center and see all of the great cars on display while you're there! Please let us know if you intend on vending and if you need a table. (Indoors or outdoors). Visit <http://classiccarcenter.net/> for more information. Host club as Central Virginia Corvair Club and the contact person to be Alan White centralvacorvairclub@gmail.com.

APRIL

MAY

May 2: Car, Truck and Motorcycle Show 10am-4pm 999 Crouse Mill Road, Keymar, MD Silver Oak Academy Campus. Kids Activities, Door Prizes, Raffles, and Awards. Watch for additional information in next month's newsletter.

Saturday, May 17: Corvair Ranch Open House 9am—5pm

1079 Bon Ox Road, Gettysburg, PA 17325. More details to follows. Mark your calendars now for this event.

JUNE

17-20, 2020... The Corvair Preservation Foundation is pleased to present a mini-convention called: "Corvair - The Next Generation", that will be held at the Crowne Plaza in Springfield, Illinois. This event is designed to attract and entertain Corvair lovers of all ages as we look to preserve the future of our hobby and its air-cooled legacy while having a lot of fun. There will be plenty of activities including a Concours on Thursday (with the appearance of a "special" Corvair, maybe two), swap meet, tech session, funkhana, road tour, banquet with guest speaker, and a new added car display event on Saturday for the working crowd. Anything Corvair is welcome. One of our exciting highlighted features this year will be special guest speaker, Mr. William Wynne of FlyCorvair.net who is well-known for converting Corvair engines into airplane engines. After all, Corvair engines are aircraft inspired. As a special treat, a Corvair powered airplane will be on display and William may have a surprise to go with it. Invite your aviation friends who may find this very interesting. If you want to learn more about what William does, go to You Tube and search "WW Fly Corvair". Another new feature will be a Corvair-themed Art Show at the hotel for folks who want to bring their original paintings, sketches, renderings, photographs, or three-dimensional artwork pieces made from Corvair parts for others to enjoy. Please bring your own easel or stand for display. The Crowne Plaza is now accepting room reservations at a rate of \$105 per night (no meals included). This hotel is pet friendly so bring your fur family members with you. You can click on the link provided below to make a reservation on line. Alternately, you can call 1-888-303-1755 and mention you are part of the group: "CORVAIR SOCIETY (CODE CV9)". The last day you can make a reservation is May 22, 2020, to obtain the special group rate.

JULY

6-11: Corvair International Convention, 2270 Hotel Circle, San Diego, CA 92108 Now is the time to make your plans to attend and book those flights soon as the pricing right now is very favorable for travel next summer. The Crown Plaza Hotel is a wonderful venue for our convention activities. The San Diego Corvair Club is a buzz these days with lots of activities, ideas, and planning so that our convention will be a fun filled week with lots to

(continued on page 5)

Upcoming Club Events

***Club meetings** are held at York Hoss's Restaurant in West York. Join us for dinner at 6pm. Meeting begins at 7pm.

MARCH

March 10: *Club meeting

March 28: Gertz Tour (see additional information on Cover page).

APRIL

April 14: *Club meeting

MAY

May 12: *Club meeting

May 17: Corvair Ranch Open House 9am - 5pm. See additional information on this page in adjacent Local Events.

JUNE

June 9: *Club meeting

June 26: Markets @ Shrewsbury Car Show 2PM Meet at church across the street.

JULY

July 18: *Club Annual Potluck Picnic at Berkheimer's home. Club meeting will be held at Picnic.

AUGUST

August 11: *Club meeting

SEPTEMBER

September (TBD): Corvair Day

OCTOBER

October 13: *Club meeting

NOVEMBER

November 10: *Club meeting

DECEMBER

No Club meeting

CENTRAL PENNSYLVANIA CORVAIR CLUB

LOCAL EVENTS

(continued from page 4)

see and do. If you have not yet taken the opportunity to do so, please check out www.sandiego.com to get a feel for everything there is to see and do in this great coastal city. Visit the host chapter website: www.sandiegocorvaair.com. Making reservations: A dedicated website is available for CORSA members to book their hotel rooms online <https://book.passkey.com/e/49961642>. If you prefer to make your reservations over the phone, call 1-888-233-9527. Please ask for the "CORSA National Convention" rate or Group Code "CNC" when calling. The special room rate for CORSA members will expire 06/06/2020. All individual reservations are subject to a 48-hour cancellation policy.

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER No meeting or events.

CORVAIR PARTS FOR SALE

Disposing of a lot of good used parts. Most are good for a daily driver or six foot away! All items below are being sold by Joe Darinsig. If interested in any of these items, contact Joe at 717-668-4414 or joedarinsig@comcast.net or joedarinsig@yahoo.com.

* Hubcaps 1964, 1965-69 some with center caps	\$1.00
* Late headlight bezels	\$1.00
* Early and late rocker panel moldings	\$1.00
* Chrome washer and nut	\$1.00
* Door jamb, holds the vent window to door with clear plastic washer	\$1.00
* Late model door sills	\$1.00
* Late model black plastic end caps on door jamb, left and right	\$3.00 each
* Right cove molding	\$5.00
* 552 flasher directional, new	\$2.00
* Rotor distributor, new	\$2.00
* Plastic metal base vacuum choke control, used, works	\$3.00
* Pitman arm bushings, rubber with bolt, new	\$5.00
* 1964 "CORVAIR" letters flat studs, used	\$5.00
One set has R tab half broken off	\$4.00
* 14" wheel trim rings	\$5.00
* AM radios	\$5.00
* 110 hp heads	\$10.00
* T-3 GM headlight bulbs, left and right	\$5.00
* Alternators	\$10.00
* Generators	\$10.00
* Wiper motors	\$5.00
* 1960 Corvaair air leaner assy. w/rubber ends, Calif. car 140 air cleaner cross over X w/smog hook up	\$10.00
* After-market dual exhaust with mufflers & pipes, like 140 style, 1 1/2"	\$50.00
* Late model bumpers, good condition, front and rear	\$25.00

This and below parts as a package price. I will deal.

* Performance Clutch Disc 6 Puck Ceramic, Clark's C8668 (Clark's Price, \$178.20)	\$75.00
* Throw out bearing, Clark's C33C, (Clark's Price, \$30.90)	\$20.00
* Flywheel Washer Ring-Improved, Clark's C7738, (Clark's Price, \$7.75)	\$4.00
* Clutch Bushing, Clark's C701, (Clark's Price, \$7.95)	\$3.00
Package price for all above	\$90.00
* Pressure Plate, Clark's C3767 (Clark's Price, \$400.55),	\$150.00

Additional parts available, dealer brochures, collectible items, and many extra Corvaair toys. Contact Joe to discuss.

CENTRAL PENNSYLVANIA CORVAIR CLUB

The Preventive Maintenance Series *Mike Dawson*

Submitted by Dave Steigauf

This is the first in a series of articles that will possibly help in diagnosing common (and uncommon) problems that can occur during Corvairst operation. Most of you will recognize one or more that have already caused head scratching.



1. Powerglide transmission torque converters will leak down over time in a car that is not driven, overfilling the pan. Fluid will usually leak out of the shifter cable seal or a separation in the cable casing and leave a large puddle. Driving the car will cure the leak until the next time the car sits idle. Visual inspection will usually help you determine what is leaking. Change the O-ring and/or seal up the cable with an epoxy compound after cleaning and using sandpaper.
2. A mysterious dead battery on early model cars can be caused by the wire reinforced heater hose touching the stud and battery cable on the back of the starter solenoid. This can occur on late models, but less likely due to clearances. Tim the editor notes, that same heater wire has been known to cut thru a late model half shaft over time, drivers side, there is a strap to hold the hose up.
3. Late model dashboards are plastic with a single ground strap to a screw under the dash on the left side of the column. Loss of that ground causes erratic gauge operation and strange light combinations.
4. A light howling noise when the engine is cold is usually the fan bearing. Grease it early with the tool that most clubs have available – or buy one from a vendor. (HACOA Editors note: Fan bearing greasing tool is shown on page tools-4 in the Clarks catalog) and is available from our club's tool crib.
5. Plugged up crankcase vent tubes on any Corvairst will cause oil to come out of the dipstick tube or any weak gaskets. It also will spit oil into the air cleaners and can cause pinging. Clean both the upper and lower tubes with a frayed speedometer cable. Gas in the oil will cause the same symptoms, check for leaking carburetor needle and seats, failed choke pull offs or an internally leaking fuel pump which could be missing the boss that prevents gas from going into the crankcase.
6. A rusty fuse block can cause the ends of fuses to get hot and melt the filament during normal current draw. When you check them, use an ohm meter if there is any question. Also fuses made in China will melt at the caps instead of the middle and appear to be good. Again – use an ohm meter.
7. Flooding conditions (black smoke, rough running) at a cold start up can be a failed choke pull off. This also will dilute the oil with gas.
8. A ruptured vacuum modulator on Powerglides will cause a low reading on the dipstick when it is full. A failed modulator will also cause white smoke and pinging as it gets worse. To check: pull the lower hose connection and check for fluid. Also, check the level with the engine running and then shut off the engine and see if the fluid level comes up substantially in the tube.
9. A totally dead electrical system on an early model can be the 10 gage wire in the multi connector at the left front side of the engine compartment. Corrosion in the connector causes an instant total electrical failure. The cure is to solder in a bypass wire; the connector was only placed there for assembly purposes.
10. To lengthen the life of a late model speedometer cable, do not bolt the support bracket to the fender. Instead, use a wire tie to suspend it from the brake line. Too short a radius will break the casing and let water in.

Note: This article appeared long ago in the VairCor - I found it on the Heart of America Corvairst Owners Association web site under Mike Dawson Technical articles. This is one of several listed as "multiple diagnosis items" article number 45 on the web site. Mike Dawson is an excellent Corvairst mechanic and tech writer.



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CENTRAL PENNSYLVANIA CORVAIR CLUB

The Rear-Engine, Air-Cooled 1965-69 Chevrolet Corvair

Updated January 17, 2019

Perry knows a fair amount about the Corvair, America's aluminum-engine classic car.

THE CORVAIR EXPERIENCE

Odds are if you are under 40, you have never even heard of a Chevy Corvair, as they stopped making them in 1969. Some 20-30-somethings think they are a Japanese car.



If you were a kid in the mid to late '60s, you probably know about them. You probably still love the body style, sporty and sleek. They are just cool looking. Even if you have never seen one, you will probably agree when you do. Even today's tweenies (10-14 years) love them, especially the convertible!

Corvairs are known as the "poor man's" collectible car. They usually range from \$1000 to \$6000, over 2 million were made. Most are either on craigslist or eBay.

Parts for restoration are not an issue at all. Several places on the East and West Coast sell only Corvair parts. There are plenty of books about them. There are probably still over 40,000 of them in the US.

Owning a Corvair is an experience. It usually is a love\hate relationship. You love the car when it's running great and looking good, then, hating it when you buy a costly part and unable to install it because of rust.

The car is a time machine (well, any old car is) in that it makes one realize how far car technology has come in 40+ years. Until you sit and drive one, it is hard to

Submitted by Steve Hooper

appreciate all the obvious and subtle differences. As a kid, I thought the '60s cars were sophisticated machines. They were for their time, but driving a car made since the '90s compared to driving a Corvair is like night and day.

The most noticeable differences involve metal: the nearly all-metal dash, the thicker body metal, more chrome. More strength is needed to steer the older car. With older cars, you hear more engine noise. Even though Corvair was Chevy's economy car, it's not small; it is as big as many of today's cars!

The Corvair is low to the ground and comes with either two or four carbs that need to be synchronized in air flow and idle\fuel mix. The engines are primitive and simple, by today's standards, yet temperamental.

Settings must be close to specifications, or it will not run correctly.

A Corvair owner should always carry some tools and a spare fan belt, as one minute it runs perfectly, and the next minute it doesn't.



A 1965 convertible in almost new condition with 47K, bought for \$3700

After Holiday Party at Perkins on January 4, 2020

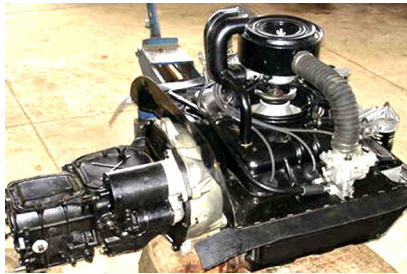


CENTRAL PENNSYLVANIA CORVAIR CLUB

The Making of the Chevrolet Corvair Engine *Updated on January 20, 2019*



Perry has hundreds of articles on HubPages and has been a technical writer for over 10 years for biotech and I.T. firms. He loves to write.



The Corvair Early Model Engine

The ramp-up time to make America's Chevy Corvair was considerable because of its unique aluminum engine. The process began in 1952, when Ed Cole wanted to build a small (for that time), compact, economical car with an aluminum engine. Aluminum would allow the car to remain very light—just around 2000 lbs. No other American car would use as much aluminum in its engine.

THE ISSUE WITH ALUMINUM

This choice made problems for Chevy and GM: aluminum is much more expensive to produce than iron, and GM had no plant devoted to molding things

out of aluminum. Thus, GM would have to either build its own plant or convert an existing one.

GM started talking with Alcoa Reynolds Aluminum in 1954 about such a plant, but didn't strike a deal until 1956. Then GM needed to find a new plant site, and after a time decided upon Massena, New York, as the ideal. In 1957, a deal was signed and Chevy began to build their own foundry to mold the

Corvair engine parts. Chevy committed itself buy over 37 tons of aluminum from Alcoa. Chevy was now fully committed to producing the Corvair, their only car with an aluminum engine.

Chevy officially approved of the Corvair project (then called "Holden" in late 1957). In 1958, the plant was constructed. It would produce 70 Corvair engines per hour.

Figuring Out How to Cast Aluminum Engines

The next problem was finding equipment that could mold the engine in an effective manner using aluminum casting techniques. For this, Chevy went to Germany in 1958, searching for a good method. They went to the Neckarsulm firm who were making Porsche engines. Chevy was more impressed with that method than with the one VW was using, and struck a deal with Neckarsulm to use their technology. Chevy purchased 24 casting

machines from the German firm along with their tech support to train and operate. These began to arrive in 1959.

The first Corvair engine head was poured from molten aluminum in. The first production parts for the Corvair were made in April, 1959 (the public debut was Oct. 1959). The first production models came out in July for road tests etc.

The molten aluminum used to make Corvair engine parts was hauled to the Chevy plant by trucks pulling flatbed semi trailers, traveling at no more than 5 mph, each with two open ladles. About nine tons of liquid aluminum could be carried on each trip.

WAS IT ALL WORTH IT?

By the time the first Corvair was available to the public, Chevy had invested over \$19,000,000 just to manufacture the engine parts. By 1962, the plant employed over 700 people on a payroll of over \$5,000,000 yearly. Over 1.5 million Corvairs were sold during its 10-year production run for an average consumer price of \$2,100 per car. Gross sales hovered around \$32,000,000.

Ed Cole, the father of the Corvair, also went on to create the Chevy Vega, again with an all-aluminum engine. Soon, Chrysler used aluminum engines in their Valiants, and Pontiac used them in their 215 V8 engines.

Submitted by Steve Hooper



Drawing done by Bruce Culp a few years ago.

CENTRAL PENNSYLVANIA CORVAIR CLUB

JESSE WRIGHT CURRENT HEALTH CONDITION

Submitted by Joe Darinsig

I recently talked to MiLana Wright on Jesse's health status after hearing he was in rough shape. They were at my basement toy open house a few years ago, and I had not seen them for a long time. Being very busy I talked with them briefly. His medical problems started many years ago with the diagnosis that he had Lyme disease. When the club had a Corvair show at the Agriculture & Industrial Museum in York, it was a special Father's Day Event. Jesse had his Green Corvan there, and he couldn't be in the sun very long because of the medication he was taking.

Sometime after that he and I had Breakfast at the Cracker Barrel restaurant here in York. He brought me up to date on his condition, which I did a article in the club Newsletter about it. He had gotten a second opinion with a new doctor and discovered it was not Lyme disease. The medications were changed because of that. Around 2011 the Cancer was in his Pancreas , then the Liver. Just a few weeks ago I talked with MiLana and she said he was going to John Hopkins for trial Nuclear Radiation. He was hand picked to see if this would help him. After four visits he was done and the Tumor shrank. Before that he was always tired and didn't do too much except sit, bed and the bathroom. But had a lot of pain that medications weren't helping.

Then I found MiLana had to get him to the hospital where they helped him with medications. He went home last week and is doing somewhat better. I don't have any news since last week, but will check on him again. Thanks to all the members who signed his card. I hope I have this information correct, as my notes were kind of sketchy and didn't want say the wrong thing. And I hope he is doing much better and eventually get back to working on his white Corvan.

Corvair Cooks Corner

Sheet Pan Shrimp Puttanesca

Taken from The Pioneer Woman Cookbook "The New Frontier"

Submitted by Carol Trimper

Note: I made this for my family and they loved it...even the grandchildren!

INGREDIENTS

- 1 red onion, cut into wedges
- 3 cups sourdough bread, cut into 1-inch cubes
- 1 pint (2 cups) cherry tomatoes
- 1/2 cup pitted Niçoise olives
- Kosher salt and freshly ground black pepper
- 4 tablespoons olive oil
- 2 pounds jumbo (U15) shrimp, peeled and deveined and tails removed
- 2 tablespoons red wine vinegar
- 1 anchovy, minced
- 1 tablespoon capers, drained
- 1/3 cup fresh parsley leaves, plus 2 tablespoons, chopped
- Parmesan shavings, for garnish

DIRECTIONS

1. Preheat the oven to 375 degrees F. Combine the onion, bread cubes, tomatoes and olives on a rimmed baking sheet Sprinkle with 1/2 teaspoon salt and black pepper to taste. Drizzle with 2 tablespoons of olive oil and toss everything together. Disperse evenly on the baking sheet and bake until the bread just starts to crisp, 12 to 15 minutes.
2. In a medium bowl, toss the shrimp with 1 tablespoon olive oil and 1/2 teaspoon of salt. Arrange on the baking sheet among the bread mixture. Bake until the shrimp are opaque and just cooked through, 8 to 10 minutes.
3. Meanwhile, whisk together the remaining 1 tablespoon olive oil, vinegar and anchovy in a small bowl. Stir in the capers and set aside.
4. Remove the baking sheet from the oven. Add the parsley leaves and dressing and toss to evenly coat. Transfer to a platter and garnish with the chopped parsley. Add Parmesan shavings. Serve immediately.



CENTRAL PENNSYLVANIA CORVAIR CLUB

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GERTZ continued from Cover page

Chinese, Japanese and some American cuisine. The cost is \$9.99 for all you can eat of some good and a large variety of food. Barry is a fan of Corvairs and would like to see all of our cars. He has a story to go along with all of his cars and doesn't mind if you touch or sit in his vehicles. Hope to see you there. **Please contact me to let me know if you will be attending, davescorsa@gmail.com.** The last time we were going, Barry had a family emergency and had to cancel and we tried to notify everybody about the cancellation, but had no idea who all was going.

Secretary's Report for February 2020

Submitted by
Earl Holmes



Before the meeting began, Joe Darinsig presented a plaque to Linda Enfield in honor of her late husband, Jim.

John Berkheimer read the minutes that had been prepared to transfer the responsibility of the office of the Treasure to Dave Steigauf.

Dave Steigauf gave his first Treasurer's Report and that he had made a deposit to the club's account.

New Business

- There was a discussion of moving Corvaire Day from the A.A.C.A. Museum to the Eastern Museum of Motor Racing in York Springs. Dave Fullerton made a motion that a group explore into the possibility of holding our show at the racing museum. This motion was seconded by Ron Hash. A vote was taken and the motion passed.
- Several club activities were planned for the year including the Open House at the Corvaire Ranch in May as well as the Annual Potluck Picnic at John and Joyce Berkheimer's house in July. Additional activities are featured in this newsletter (*see Cover Page*).

Announcements

- Francis Lovett was the winner of the 50/50 drawing this month.
Congratulations Francis.

A motion was made by John Johnson to adjourn the meeting and seconded by Lou Trimper and the meeting was adjourned.

The next meeting is scheduled to be held March 10th at the Hoss's Restaurant in York.



"If only it were shaped like a Corvaire....."

reprinted from *The Denver Post* Sunday Comics, Sunday, June 23, 2019

CENTRAL PENNSYLVANIA CORVAIR CLUB

CENTRAL PENNSYLVANIA CORVAIR CLUB, INC. (C.P.C.C.)

Membership Application

C.P.C.C. is a chapter of "CORSA" (Corvair Society of America). CORSA is a rapidly growing international organization now is boosting over 4000 members and 120 local chapters worldwide.

The C.P.C.C. Chapter has monthly social/family meetings at various locations within the region. Each month you will receive a newsletter announcing the meeting location. The newsletter also contains information about our club members, technical tips, other club activities, auto events, and classified ads.

- The club is for the preservation and interest of the Corvair automobile.
- We sponsor Corvair shows, rallies, mini conventions, caravans, parties, and dinners. All of our events are for the member's immediate family.

Dues are payable to: Central Pennsylvania Corvair Club (C.P.C.C.)
c/o Dave Steigauf
599 Westfield Drive
Landisville, PA 17538

_____ New Membership is \$ 16.00 per year OR \$ 30.00 for two years.
_____ Renewal of membership is \$ 16.00 OR \$ 30.00 for two years.
_____ Interested in joining CORSA.

Member Name: _____ Spouse Name _____
First Middle Last First Middle Last

Address: _____
City: _____ State: _____ Zip Code: _____
Home Phone: _____ Cell Phone: _____ E-Mail: _____

Number of Corvairs owned (if any):
Year: _____ Model: _____ Body Style: _____
Year: _____ Model: _____ Body Style: _____
Year: _____ Model: _____ Body Style: _____

Member's Birthdate: _____ Spouse's Birthdate: _____
Month Day Month Day

Wedding Anniversary Date: _____
Month Day Year

Recommended By: _____
Any applicant whom is under the age of (18) eighteen, a parent or legal guardian must sign the application.

Applicant: _____ Date: _____
Signature

Parent or Guardian: _____ Date: _____
Signature

Parent or Guardian: _____
Print full name

ABOUT C.P.C.C.

The Central Pennsylvania Corvair Club (C.P.C.C.) is a non-profit organization dedicated to the preservation of the Corvair and Corvair powered vehicles. We provide knowledge about the Corvair to our members and other car enthusiasts, as well as hold monthly meetings, events, and social gatherings for the enjoyment of our members.

C.P.C.C. is Chapter #170 of the Corvair Society of America (CORSA). Dues for C.P.C.C. are \$16.00 per year or two years for \$30.00, which must be sent in the form of a check or money order payable to "C.P.C.C." and mailed to C.P.C.C. Treasurer, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538, email: davescorsa@gmail.net. Please include CPCC Membership Application form along with your check.

It is suggested that C.P.C.C. members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, PO Box 68, Maple Plain, MN 55358 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at lcl@pa.net. Mailing address is 30 Wheaton Drive, Littlestown, PA 17340.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018, email: earlzgames@comcast.net.



*Visit us on our website:
centralpacorvairclub.org*

The Four Wheel Independent

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PLEASE
PLACE
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