

Central Pennsylvania *Corvair* Club

JANUARY 2016

The Four Wheel Independent



Corvairs on the Prairie

2016 CORSA INTERNATIONAL CONVENTION

July 12-16, 2016

Springfield, Illinois

Read more inside

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PRESIDENTS MESSAGE

*Submitted by
John Berkheimer, CPCA President*

I hope everyone had a good Thanksgiving, Merry Christmas, and wishing all a Happy New Year. The weather has been fantastic, cutting grass in December is certainly different. Flowers are blooming, birds are singing, maybe we should open the pool, dust off the Corvair and call it spring.

Since the weather was so nice, we had four Corvairs out for the Train Display, we went to on the 12th of December. Lou and Carol, Steve and Belinda, Rich and his granddaughter, and Joyce and I all were riding in Corvairs. We all had some minor problems, mainly with lights. The last time I drove mine was in October for the Hershey AACA Fall Meet. My problem was with my headlights, mainly the drivers side. I guess in the spring, summer and fall months we don't get to use the headlights much. Talking to Dave, our master mechanic, he thought, ground problem. Light not working correctly usually always is a ground problem with Corvairs. I think it may also be time for a

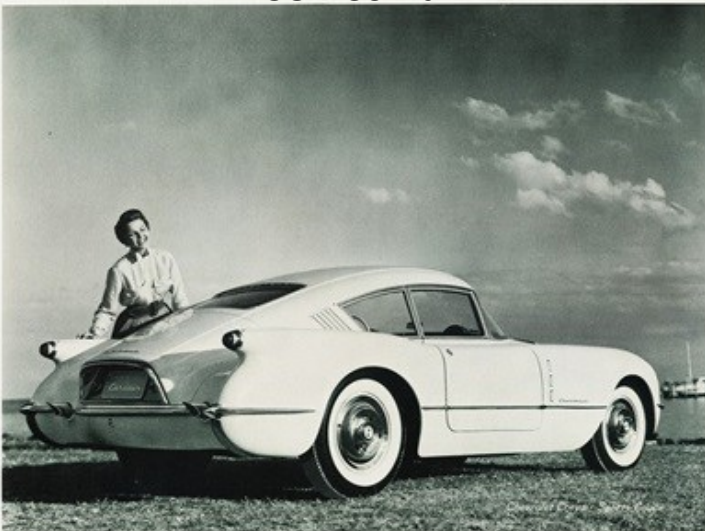
new wiring harness in the trunk, it is 51 years old. I replaced the one in the engine compartment and the one that goes from the engine to the dash already.

Hoping to see everyone at the After The Holidays Party on January 9th at Perkins in York. The party begins at 1:30 pm. There was some information in the last newsletter about the party. If you have any questions please call someone. I think Dave is going to do a little write up about our trip to the train display.

Almost forgot to mention, I have my Christmas Train Display up and running. If anyone would like to stop and take a look, give me a call so I am home and all welcome.

Happy Corvairing

1954 Corvair





Birthdays of the Month

Sandy Johnson - January 21

We would love to wish you a very Happy Birthday in our newsletter. Please submit your birth date to lcl@pa.net.



Newsletter Deadline
FEBRUARY 20, 2016



"Here's a rarely seen car., All steel, this 64 Corvair never ran big numbers but was a regular in Southern California."

Submitted by Joe Darinsig

Submitted by Dave Steigauf

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



TECH TIPS

Check your tire pressure...

If you store your car on a cement floor, check your tire pressure during storage. Tires will lose one pound of pressure for every ten degrees of temperature drop. For example: A tire at 20 psi at 70° will have 15 psi at 20°. Don't forget your spare. (Taken from LICA Fall Newsletter 1990)



A handy tool...

A handy tool to carry in your car is a dwarf deep offset 12 point flank drive 9/16" box wrench. It can be used to tighten the bolts on the fan idler and also the bolts under your generator or alternator.



Better back-up lights...

You can dramatically increase the brightness of your back-up lights by changing the bulbs. Just pull out the stock #1156 bulbs and replace them with #1129 bulbs. The difference will be amazing. They will draw a little more current, but since that circuit has a 20 amp fuse, it will be ok. (Taken from the Westwind Vol. 5 No. 6 June 1978)



These are the Yonezawa #607 Fantasy Vehicles, all with Corvair FC cabs. The Garbage Truck and Cement Mixer are "New" additions to this weird truck collection.



Submitted by Joe Darinsig



The Ranch Provides...
New & Used Parts
Full Mechanical Service
Remanufactured Engines
Body & Interior Restoration
email us at: corvairranch@embarqmail.com



Open House:
May 15, 2016; PA Dutch Lunch;
Please call in your parts orders before the big day.





TRAIN DISPLAY A GREAT SUCCESS

*Submitted by
Dave Steigauf*

Our train display run this month was a good run. We had 13 members and four Corvairs in attendance. The display was as good as any that we have ever seen, as far as I can remember, but I can't



remember much past supper last night. The display was big and had quite a few trains running all the time with a lot of stationary displays. There was also a large number of trains displayed on the walls all around the display. The store also has a large variety of engines, cars, buildings and everything else to do with

trains for sale along with some very knowledgeable people to help you spend some money.

The weather was beautiful, almost top down weather, but the trip there ran into a snag as there was a wreck on Route 30 that had traffic backed up pretty far. We finally got there about 45 minutes late. All four Corvairs had some small electrical problems on the way there, but nothing major.



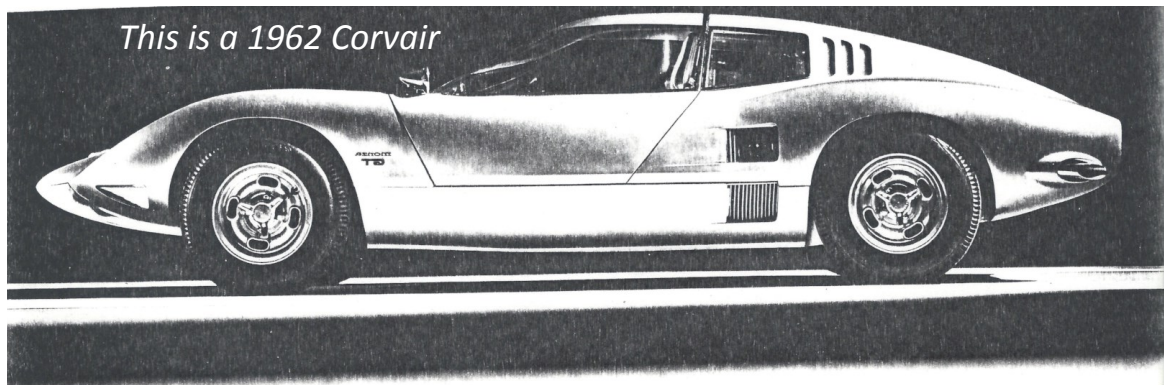
All told, I think everyone enjoyed the display and the get together in general. If you were unable to make the trip, the display is operational through New Years weekend if you want to go.

I hope to see everyone at our Christmas party at Perkins in York.

Hope everyone had a Merry Christmas and a Happy and safe New Year.



What Might Have Been...





V-P Ramblings

Submitted by John Johnson
CPCC Vice-President

According to the

This is a somewhat difficult article to write this month. You see it is December 21st and I am writing an article that will not appear until after both Christmas and New Years. I am hoping that Santa will be kind to everyone, bringing gifts that will put smiles on your faces and maybe a few accessories for our favorite cars. As far as New Year's resolutions, my wish is that all of us will be able to get the Corvairs out even more in 2016 than we did in 2015.

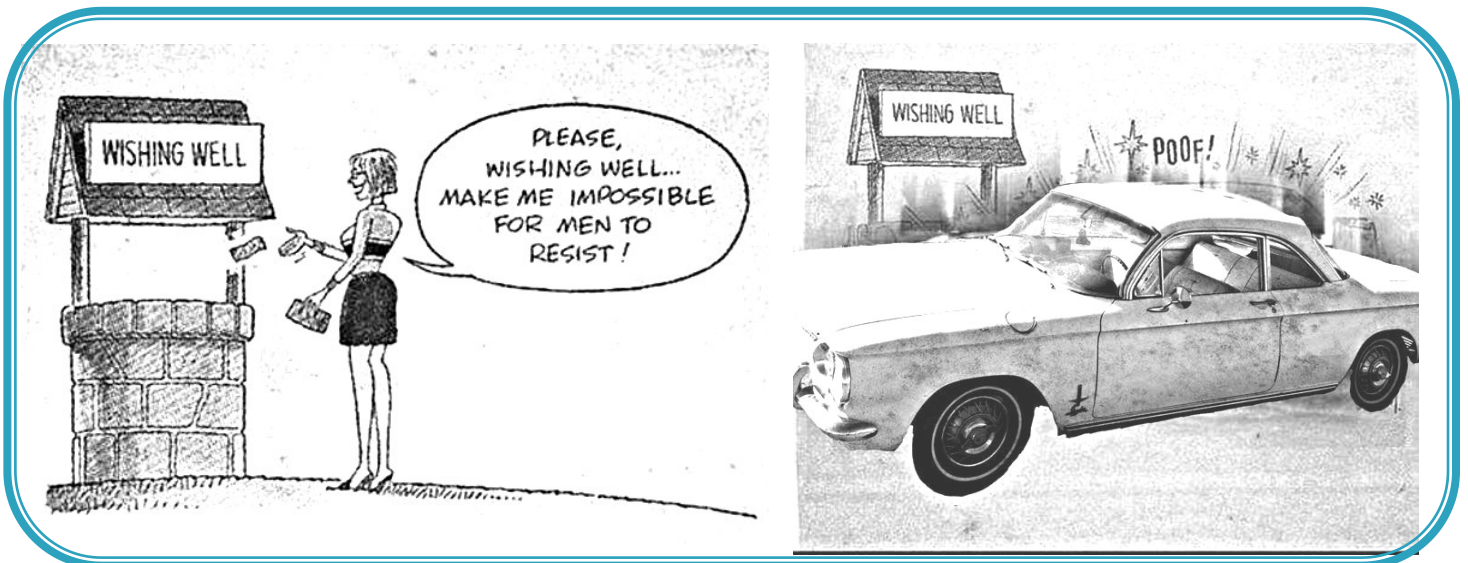
Our last outing was great. Dave Steigauf had planned a fun time for us. We had lunch and then caravanned to a fabulous "S" gauge train display near Eden, PA. There 4 Corvairs in the caravan. It seems that the owners of the display were as interested in the Corvairs as we were of their trains. What a great afternoon, thanks Dave for all your planning.

A couple of months ago, I talked about Corvairs on TV. Last week I was watching Dallas Car Sharks on the Velocity Channel when one of the vehicles featured was a Rampside. The truck was actually in fairly nice shape when purchased. There was not a lot of restoration needed and this led to some modifications that were quite interesting. Martha was the buyer and she converted the Rampside to the perfect football "tailgating" machine. She installed coolers, a sofa and flat screen TV in the bed. It was very well done and the program ended with Martha and the workers sitting on the sofa, eating popcorn and watching TV, all in the bed of the Rampside.

program, she sold the truck for \$22,000. This is the second time Martha has resurrected a Corvair. An earlier program followed Martha's restoration of a Greenbrier, as she turned it into a tribute to the Dallas Cowboys. In both programs, Martha and the TV programmers treated the Corvair with the dignity it deserves. Way to go Martha, keep up the good work!

I want to remind everyone of the changes to our Club schedules. First, on January 9, 2016 we will have our annual Christmas party at Perkins Restaurant; reservations are for 1:30 PM. The address of Perkins is: 2500 East Market Street, York, PA. Their phone number is: 717-757-4109. If you plan to participate in the gift exchange, please bring a \$15.00 gift marked man or woman. Secondly, we are changing location for our monthly meeting beginning in February. The next Club dinner/meeting will be at Hoss' Restaurant located at 2175 White Street in York, PA. We will still be meeting the 2nd Tuesday of the month. Dinner will be at 6:00 PM with the meeting at 7:00 PM. When you arrive, tell them you are with the Corvair Club. DO NOT order until AFTER you are seated. Another reminder, with specific directions, will be in the January Newsletter. Don't forget that February is our annual planning meeting, so bring your ideas for Club activities.

As I conclude, let me take this opportunity to wish everyone a **HAPPY NEW YEAR**. Keep safe this holiday season and I hope to see you at the January Christmas party.



50 Years Ago, 'Unsafe at Any Speed' Shook the Auto World

By CHRISTOPHER JENSEN, NEW YORK TIMES, NOV. 26, 2015
(Submitted by Joe Darinsig)



A Chevrolet Corvair at Ralph Nader's new American Museum of Tort Law, in his hometown of Winsted, Connecticut.

Credit Andrew Sullivan for The New York Times.

FEW DRIVERS could imagine owning a car these days that did not come with airbags, antilock brakes and seatbelts. But 50 years ago motorists went without such basic safety features.

That was before a young lawyer named [Ralph Nader](#) came along with a book, "Unsafe at Any Speed," that would change the auto industry. It accused automakers of failing to make cars as safe as possible. Less than a year after the book was published, a balky Congress created the federal safety agency that became the [National Highway Traffic Safety Administration](#) — an agency whose stated mission is to save lives, prevent injuries and reduce crashes.

Today, even some of the book's harshest critics acknowledge its impact.

"The book had a seminal effect," Robert A. Lutz, who was a top executive at BMW, Ford Motor, Chrysler and General Motors, said in a telephone interview. "I don't like [Ralph Nader](#) and I didn't like the book, but there was definitely a role for government in automotive safety."

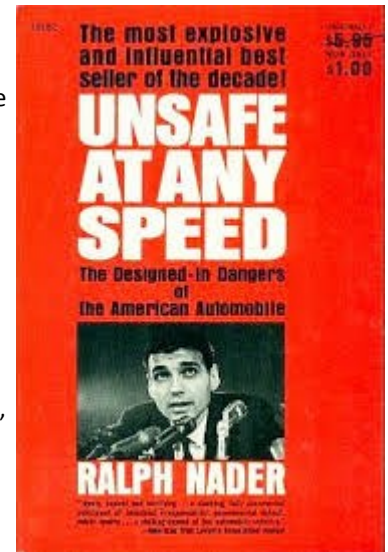
If anything, he said, the regulations that followed leveled the playing field among automakers. "It sets ground rules where everybody has to do something and nobody has to worry" about being at a competitive disadvantage, he said.

Mr. Nader started researching automotive safety in 1956 as a second-year student at Harvard Law School and kept at it intermittently. He was inspired by books that prompted change, including Rachel Carson's "Silent Spring," which highlighted the dangers of the pesticide DDT to the environment.

"I aspired to the level of getting a law through, getting an agency to implement it," he said.

About 1965, when he had a few chapters and an outline, he began sending them to publishers. Things did not go well. One publisher replied with a short note. The book, it said, would be "of interest primarily to insurance agents."

Then Mr. Nader was approached by Richard L. Grossman, a New York publisher, who had read an article in *The New Republic* detailing Mr. Nader's concerns about automotive safety. He asked Mr. Nader to write a book, though he doubted its sales potential.



"The issue about marketing that book always was, even if every word in it is true and everything about it is as outrageous as he says, do people want to read about that?" Mr. Grossman said in "An Unreasonable Man," a 2007 documentary about Mr. Nader. Mr. Grossman [died in 2014](#).

On Nov. 30, 1965, "Unsafe at Any Speed: The Designed-In Dangers of the American Automobile" was published. The first sentence did not mince words: "For over half a century the automobile has brought death, injury and the most inestimable sorrow and deprivation to millions of people."

The first chapter was aimed at the 1960-63 Chevrolet Corvair compact. Mr. Nader argued the rear-engine car had a suspension defect that made it easy for the driver to lose control and sometimes roll the car over. To this day, some Corvair enthusiasts dispute that assertion, although G.M. did make significant suspension changes starting with the 1965 model.

But most of the book focused on a long list of neglected safety issues ranging from brake performance to drivers' being impaled by non-collapsible steering wheels and poor crash protection. The sharp-edged theme was that there was a "gap between existing design and attainable safety" and the auto industry was ignoring "moral imperatives" to make people safer.

It did not take long for the book to attract attention, including that of powerful legislators. In February 1966, Mr. Nader was asked by Senator Abraham A. Ribicoff, Democrat of Connecticut, to testify before a Senate subcommittee on automotive safety.

Joan Claybrook, who led the [National Highway Traffic Safety Administration](#) in the late 1970s and later headed Public Citizen, a group Mr. Nader founded, said he went far beyond writing the book to press his case.

(Continued on next page)



For Ralph Nader, the Chevy Corvair was the inspiration for the title of his famous book on auto safety.

“He played a critical role in a very subtle way by using contacts with the media, communicating with them

almost every day, giving them new ideas and new stories, talking to whistle-blowers,” she said.

Mr. Nader’s campaign also got an enormous lift and more credibility after General Motors was caught having private investigators follow and investigate him. The automaker said it only wanted to know if Mr. Nader was working for any of the personal-injury lawyers in Corvair litigation. But at the meeting of his subcommittee, Senator Ribicoff scorned that explanation and said the investigation was “an attempt to downgrade and smear a man.” General Motors formally apologized.

By the spring of 1966, “Unsafe at Any Speed” was a best seller for nonfiction, along with Truman Capote’s “In Cold Blood.”

Among those who greeted Mr. Nader’s success with dismay was Edward N. Cole, who was the general manager of Chevrolet when the Corvair was being developed in what was seen as a bold and innovative move to offer a more fuel-efficient small car. One of the people driving a Corvair was his son David.

“I don’t think he would ever had me driving a 1960 Corvair if he had any inclination there was a safety issue,” said David E. Cole, the former director of the University of Michigan Office for the Study of Automotive Transportation and currently the chairman of the nonprofit AutoHarvest Foundation.

In a telephone interview, Mr. Cole said his father — who died in 1977 in a plane crash — thought that Mr. Nader did not understand the complexity and trade-offs of automotive engineering and that the book encouraged people to sue the auto industry.

In September 1966 — about 10 months after the book was published — President Lyndon B. Johnson signed the National Traffic and Motor Vehicle Safety Act, requiring the adoption of new or upgraded vehicle safety standards, and creating an agency to enforce them and supervise safety recalls.

Suddenly, what consumer advocates saw as an unfettered auto industry was facing much stronger federal oversight.

A host of new or stronger safety requirements led — often after stiff opposition — to new technologies like airbags, antilock brakes, electronic stability control and, recently , rearview cameras and automatic braking.

Indeed, the death rate has dropped strikingly. In 1965, there were about five deaths for every 100 million miles traveled, according to the traffic safety agency. In 2014, the most recent year available, there was one death for every 100 million miles.

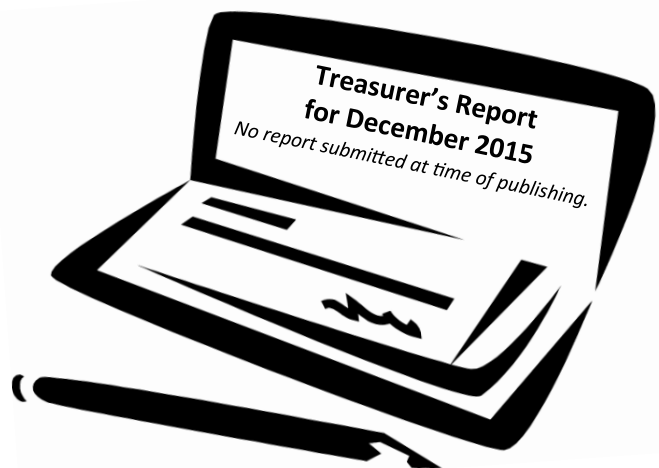
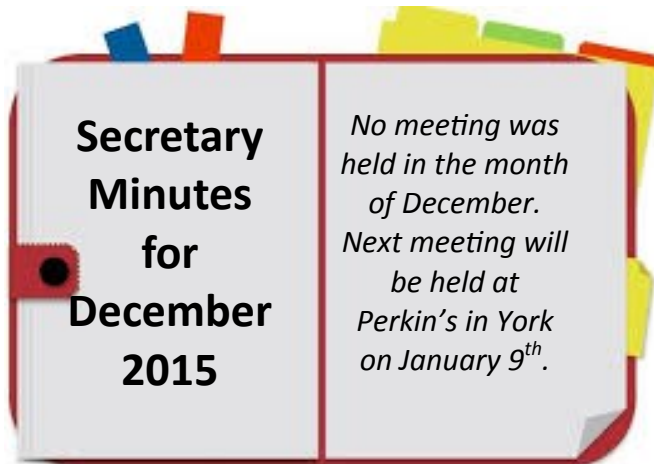
“If you just simply focus on things like the death toll, clearly the act has been a success,” said Clarence M. Ditlow, executive director of the [Center for Auto Safety](#), which was founded in 1970 by Mr. Nader and Consumers Union, a nonprofit consumer advocacy group.

But Mr. Ditlow and Mr. Nader have long pushed for more stringent action from the traffic safety agency, whose leaders were often political appointees. A [New York Times investigation](#) last year found that the agency had often been slow to identify problems and reluctant to use its full legal powers against automakers.

“For most of N.H.T.S.A.’s life they weren’t fulfilling their mission,” Mr. Nader said.

Still, Mr. Nader sees reason for optimism. The recent crisis in auto safety, which started with General Motors’ disclosure that it had failed for more than a decade to disclose a deadly ignition switch defect, has led to a revived safety agency, which he said was “on the rise again.”

The End





Mark Snyder is selling two Corvairs and his collection of Corvair parts. He lives in the Lehigh Valley area of Pennsylvania. To see some of the parts, visit <https://flickr.com/photos/62003436@N05/sets/72157662486686311> and scroll down. For Mark's contact information, please email Al Lacki at redbat01@verizon.net.

1966 Corsa coupe, 140 hp white with red interior. The front crossmember is off and gas tank is out. Crossmember is solid and gas tank was sealed and coated. Interior is out and some rust repair was done. Have all the parts. Car has telescoping steering column and rear speaker option. It may also have rear antenna.

1969 500 coupe, 110hp/PG, very low mileage. Garaged since early 90's. Fathom green with black interior. Bench seat. Car is complete. Has all the smog equipment. The 69 is listed in the finger fact book that CORSA put out years ago.

The parts are varied and plenty. I got pictures of most items in the Flickr link below. A few items I didn't photograph are a standard black steering column, a 110 or 95 HP engine complete, and a 4 speed transaxle with a broken side cover.

If there are any questions, please ask. I also have literature for the cars. All is late model.

This is the Flickr link: <https://flickr.com/photos/62003436@N05/sets/72157662486686311>

Corvairs on the Prairie - 2016 CORSA International Convention



Welcome to Springfield Illinois -- and the 2016 CORSA International Convention. The information provided on this page should help you plan for the upcoming convention. The convention format is similar to past conventions, but there are always small adjustments in the schedule. Of course, the local tours, self guided and organized by the conventions, are unique to each convention locale. Springfield, Illinois is most famous for its ties to Abraham Lincoln. Springfield is home to Lincoln's final resting place, the Lincoln's tomb, the only home he ever owned, his law practice office and the state capitol which he served before being elected president. Springfield is also on the route of Historic Route 66 and includes numerous locations that were in existence during the Rt 66's heyday plus many other sites dedicated to Rt 66. Join us, it is bound to be another historic CORSA convention!

NOTE: *If you are planning to go to this year. **Book your hotel rooms now!** We just reserved our rooms and they didn't have many rooms left.*

Carol & Lou Trimper

MARK YOUR CALENDARS *and* BOOK YOUR HOTEL ROOMS NOW!

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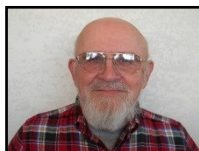
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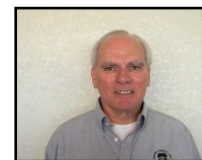
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Central Pennsylvania Corvair Club

The Central Pennsylvania Corvair Club (CPCC) 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.

CPCC is Chapter #170 of the Corvair Society of America (CORSA). Dues for CPCC 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 "CPCC" and mailed to CPCC Treasurer, Sandra Holmes, 1511 Hicks Drive, Dauphin, PA 17018. It is suggested that CPCC members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, P.O. Box 607, Lemont, IL 60439-0607 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 CPCC Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



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