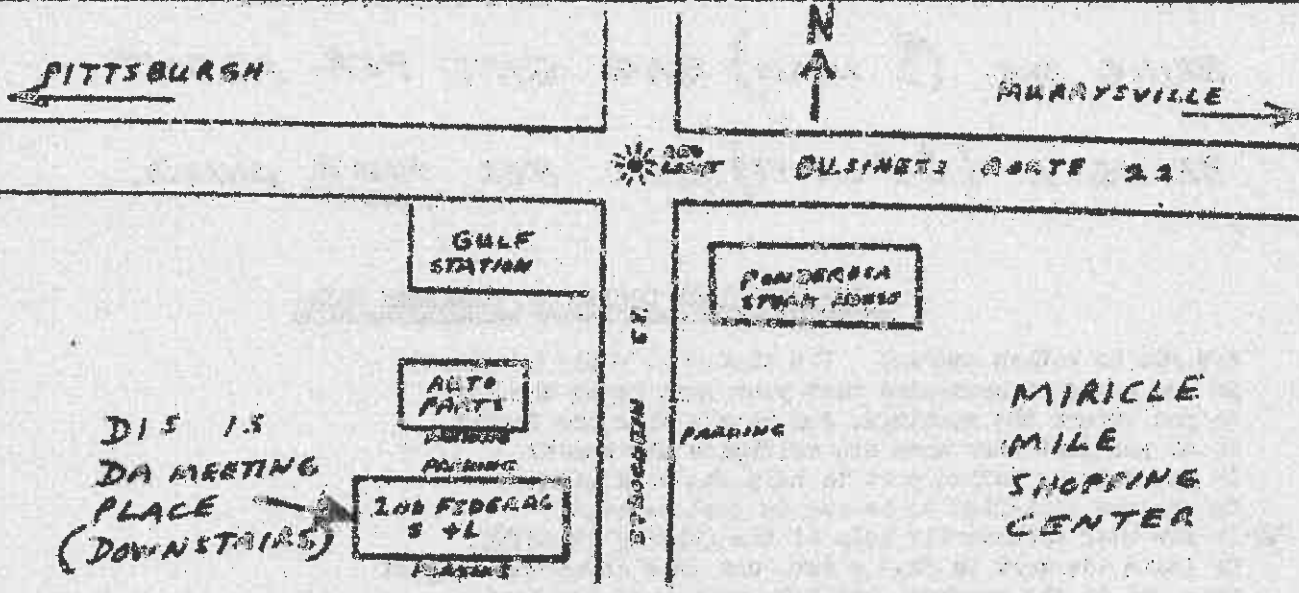


THE WESTERN PENNSYLVANIA CORVAIR CLUB, INC.

DEC. 79

MEET NOTES

Published monthly by The Western Penna. Corvaire Club, Inc. a chartered chapter of the Corvaire 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. Murrysville, Pa. 15668. (412)325-2388.	
OFFICERS:	PRESIDENT - Walt Moore, 327-4437 VICE PRESIDENT - Dick Braier, 563-4591 SECRETARY - Carole Friend 325-2588 TREASURER - Jan Fabyonic 327-7361
BOARD:	Bill Artberger, 364-6042 Joe Waffer, 520-4801 Dave Fabyonic, 327-7361 Wayne Jones, 882-2109 Hates Murphy, 327-3472
ADVERTISING RATES:	CLASSIFIED ADS - Members, free; Non members, \$2 per ad. BUSINESS CARDS - Members, \$1; Non members, \$5 per issue.
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 members. Mrs. Jan Fabyonic, Treasurer MAIL DUES TO: 38 Sierra Dr. Pittsburgh, Pa. 15209	
CORSA MEMBERSHIP & RENEWAL: (OUR CHARTER REQUIRES THAT ALL WPCO MEMBERS ALSO BELONG TO CORSA, OUR INTERNATIONAL ORGANIZATION). New WPCO members will receive a CORSA application from our treasurer. CORSA members will receive their renewals prior to their CORSA anniversary date. In either case, fill out the form, and return it with a \$12 check (payable to: CORSA) to: CORSA, P.O. BOX 2488, Pensacola, Florida 32503. <u>CORSA MEMBERSHIP IS MANDATORY.</u>	
MEETINGS:	4th Tuesday of every month. 8PM. 2nd Federal S & L. Monroeville, Pa.



Looking for a new Chevy? Well remember our fine sponsors and "Get a Chevy from Devie". Need parts for your Vair? Well give Freeport Parts Mr. & WPCO member, John Constantine a call. John will give you a WPCO discount, & may even deliver your parts to the next meeting or event.

DEVEREAUX-CHEVROLET
 "Since 1923"
 FREEPORT - 18229
 206-2171 - 224-9121

McKeesport
 751-2800

IT'S PARTY TIME !!

THE 1988 WPCC HOLIDAY BASH !

SUNDAY DEC 16 ARRIVE ABOUT 5 P.M.

MANORVILLE HOLIDAY INN - AT THE TURNPIKE
ENTER FROM ROUTE 48.

MEET IN THE LOUNGE FOR DRINKS
FREE SWEDISH MEAT BALLS & CHEESE AT 5:30

★ DINNER - AT 6:30 P.M. - NEW TIME ★
IN UPSTAIRS BALLROOM - LOOK FOR SIGN.

APPROX. \$10 CHILDREN UNDER 6 - 1/2 PRICE
TAX & TIP INCLUDED IN PRICE NOT 12

MUST HAVE ACCURATE HEAD COUNT BY DEC 19.

CALL HAZEL MOORE 327-4437 CHICKEN OR
FOR RESERVATIONS ROUND STEAK.

BRING ONE (1/2 LIMIT) GAG GIFT PER ADULT

BRING A (1/5 LIMIT) GIFT FOR YOUR CHILD.

WITH ELECTRONIC COPYING UP, REMEMBER THIS:

- Are you an active member? The kind that would be missed?
- Or are you just contented that your name be on the list?
- Do you attend the meetings, and mingle with the flock?
- Or do you just stay home and criticize and sneer?
- Do you take an active part to help the work along?
- Or are you satisfied to be one to just belong?
- ★ Do you ever voluntarily help at the guiding altar?
- Or leave the work to just a few, and talk about the clique?
- Come out to the meeting, and help with hand and head.
- Don't be just a member, take an active part instead.
- Think this over, member, you know right from wrong.
- Are you an active member? Do you really belong????

If you are nominated for an office, before you say "I decline" remember this:

One of the most complimentary things anyone can say about you is, "He/She stands for progress. He/She is the man/woman for the job." Think about it.

THERE WILL BE NO REGULAR DECEMBER MEETING, OTHER THAN NOMINATIONS AT THE PARTY.

OUR LAST MEETING

The November meeting was short but well attended. Particular thanks goes to our V.F. Dick Braler who led the meeting on short notice, when president Walt Moore had to finish up a critical job at his shop that night.

Dave Fabynio made a motion that we revise the by-laws to conform with incorporation, at the January annual meeting. Our Corvairing attorney, Dave Lovejoy swore on his shingle that he would be there!!! We voted to donate \$25 plus what we collect at the party to Children's Hospital. Wayne Jones will make the presentation to KDKA Radio this year. The Christmas/Hanukah party was discussed, as was The Legislative Council of Motor Vehicle Clubs of Pa. Dave Fabynio won \$13 in the 90/50 drawing. The following nominations have been made so far for the 1980 offices.

- President - Mick Brafar
- Vice President - Your Hamlin, Wayne Rockhill
- Secretary - Irene Artberger, Habel Moore
- Treasurer - Jan Fabynio, Mary Lou Sarro, Lanyne Helderhaus

OUR LAST EVENT

Bob, Ruth, Jim, and Mike did it again! They worked us up another really super rally, that took us through some of the most beautiful country that you would never see otherwise. Some of the scenery just over the state line in Ohio was absolutely breathtaking. The entire route took only 1 hour and 15 minutes total, but some of the fill in answers were damn right challenging. One of the fill ins was the color of the Corvair Lakewood station wagon sitting in a driveway on one of the legs. Well, it was red with a white roof and the driveway belonged to the Smith's, we later found out. Well now we know that Bob really does own a wagon!!

At any rate, Walt & Hazel Moore won a model Vair for their first place finish. Pie & Jan Sorensonen (over from Ohio) tied Dave Lovejoy, Gramp Jones, and a car load of kids for second place. Pie & Jan received a copy of Chevrolet blues, for sacking up for their traditional terrible showings at the gymkhanas. Dave and the kids also won a copy of Chevrolet blues. If you want to do well in rallies just talk young Gramp into riding in your car! We also had a tie for third place, with the Artbergers winning a map light, and the Rockhills winning a tire gauge. The coveted HONOR PRIZE went to Wayne (McGo) & Judy Jones who navigated Jack & Rita Zimmerman through many short cuts, finishing in about half the required distance, in their Concord wagon. Several members were seen checking under the wagon to see if it was actually an Eagle, since they must have cut through some corn fields enroute. Bill & Jean Brill along with my nephew and myself were also rans. The Brills would have done much better if they would have stopped at the destination the first time they passed it!!!! One thing that was settled for sure was the fact that I am not the official WPOC rain maker. The warm temperatures and blue skies clearly indicated that my absent better half brings the rain!!! And to think of the abuse that I've been taking all of these years!!!!

HERE'S A GREAT BIG THANK YOU TO THE SMITH'S FOR A REALLY GREAT OUTING.

MORE GOOD NEWS FROM THE NATIONAL COMPETITION AT DETROIT:

Go back and check page 7 of your Nov. 79 CURSA Communiques, and you'll find that Bob Helderhaus's 64 convertible placed fourth in Early Altered Conv. and Isadore Krouse's 65 convertible placed fourth in Late Altered Conv. This makes it unanimous - each and every WPOC car or van placed in the very stiff international competition. Congratulations, Isadore and Bob.

NEW MEMBERS

- Richard Ruffalo, Bridgeton, 222-3265. Rich is a 49 yr old construction man, who owns eight Fairs. His wife, Margaret was nice enough to buy him WPCO & CORSA memberships for Christmas.
- Ray Bergman, W. Millin, 233-3910. Ray is 48 yrs. old and is self employed. He owns a 64 Monza convertible and was introduced to WPCO by Rich Gatty. Hope to see that convertible in the near future too.
- Steve Huss, Pgh. 981-0325. Steve is a 19 year old warehouseman who owns a 69 Monza. Welcome to WPCO Steve, hope to see you at the party.
- Kenn Childress, Whitshill, 684-7016. Kenn is a 43 yr. old computer systems engineer, who is working with his son to restore a 66 Monza convertible.
- Ken Wilson, Pgh. 553-3371. Ken is 57 yrs. young and is busily restoring two Corvairs. It's a wonderful hobby, Ken, welcome aboard.

FOR SALE

- 65 Monza sp. 73,000 mi. red/black, good condition. \$600. **ALSO**
Complete white 65 Corva Int. Small tear in drivers seat, otherwise good cond.
Roger Schmidt, Pgh. (412)564-6572.
- 68 Monza sp. 118/auto, 42,000 mi. excellent condition, new x-member, arms, shocks, brakes etc. \$2,000. John Doyle, Lakesport, (412)751-9158.

1980 DUES Ya'll

Hey gang, it's time to pay 1980 dues. Still only \$6 per year/1/2 price for immediate family members. What other organization do you belong to that has been in existence since the early seventies that has ~~NOT~~ raised its dues?
Mail your \$6, 1980 dues to our treasurer today.

CHECKS PAYABLE TO: WPCO.

Mrs. Jan Fabynic, Treasurer
38 Sierra Drive
Pittsburgh, Pa. 15239

CORSA WILL NEVER BE CHEAPER!

CORSA dues is being raised to \$14 from \$12 for a one year membership, and from \$24 to \$28 for a 26 month membership. These increases are effective on Jan. 1, 1980. If you don't already belong to our fine International organization, why not join now. A CORSA membership would make a fine holiday present for that Corvair out on your list. Remember, according to our national charter, all WPCO members are required to belong to CORSA. YOU'VE GOT ABOUT TWO WEEKS UNTIL THE DUES GOES UP - JOIN NOW.
(Application form in this newsletter).

UNUSUAL GIFTS

Corvair goodies for sale at the meetings or through the mail:

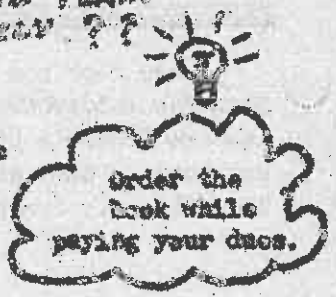
WPCO Jacket Patches - \$2 - 493 Sleepy Hollow Rd.
Mt. Lebanon, Pa. 15228

Corvair T-shirts - \$5 - 310 Altaville Cr.
Newcastle, Pa. 15146

HAVE YOU PRICED PLAIN
T-SHIRTS LATELY??

Corvair Book by Dave Howell - \$6.50 -
"The (In)Complete Corvair Story"

Mrs. Jan Fabynic
38 Sierra Drive
Pgh, Pa. 15239



TECH. TIPS STOLEN FROM OTHER CHAPTERS.

Assembly of manual transmission drive shafts into the clutch plate and crank shaft CAN BE

MADE EASY.

To avoid the frustrations of getting the transmission and engine "aligned" together several times, take a small three-cornered file and put a chamfer on the driveshaft spline at where hole. File down side to make a "lead-in" ramp out of the square corners of the spline teeth. This eliminates the squeal of most assembly hang-ups.

A similar chamfer should be filed onto the spline teeth of the clutch plate. With both of these chamfers filed on all spline teeth, the engine-transmission mating will go easily.

Profr Johnson, 1-24-77

DYNAMIC GAP SETTING

Instead of setting point gaps with a feeler gauge and worrying about how accurate your feel is, you can use a dwell meter to do an easier, quicker and better job.

Simply hook up the dwell meter according to the manufacturer's instructions, and with the distributor cap removed, adjust the points by watching the dwell meter while someone cranks the engine for you. When the gap is adjusted to obtain the proper dwell value, tighten the points, and you should be all set.

Two words of caution:

- (1) It's a good idea to recheck the dwell after tightening the points to be sure the point setting was not changed during tightening.
- (2) Cranking speeds are much less than the idle speeds used to specify dwell settings, and you may find that the dwell will change when checked at the idle. To find out how much over, or under, the specification value to use when setting at cranking speeds, simply test your car before you change the points. That is, hook up the dwell meter and see what the reading is at idle, then see what it is at cranking speed, and use this difference from the specification value to set the new points. (I only have one car that requires this step; if I set all the others at the midvalue of the idle specifications, they are also within tolerance at idle.)

P.S. If you don't have someone to crank the engine for you, try the "third hand" solution offered in the December "Transvia Telegraph".

Clay Wispell

EASIER TO OIL THAN YOU MIGHT THINK

When it is found necessary to remove a Corvair harmonic balancer (crankshaft pulley), and you have neither the puller nor a desire to drop the rear end of the engine, don't despair! It can be effectively "pressed" off the end of the crank using two 3/2"-10 X 2" bolts (I use two 3/16" heads on them). Once you have the large center bolt out of the crank, insert the two bolts in the tapped holes thoughtfully provided in the face of the balancer and turn them down until they bear against the case behind the pulley. (Please note that the screws will actually bear against the steel flange of the crankshaft seal and not against the aluminum case itself, so your noise! Alternatively tighten the bolts (you will need a box or ratchet-box wrench for this; a conventional ratchet and socket will probably be too deep), carefully pressing the pulley off the end of the crankshaft. Finally, remove and discard the crankshaft seal as it will have probably become distorted thereby rendering it useless.

When replacing the pulley, be sure to lightly grease the nose of the crankshaft and the underside of the nose on the crankshaft bolt (1/2"-20 X 2" with a 1" shoulder - Grade 8 or better) and pull the pulley back on the crank. If you cannot get a "bite" when starting the bolt, partially work the pulley back on using the bolt intended for use on air-conditioned (or temp-ramped) vehicles (1/2" longer). Once proper bolt fit started, pull all the way down, back off 1/2 turn and torque to specification (50 ft. lbs.) in 10 lb. increments.

Two additional notes: 1) Always use a new crankshaft seal in this job. 2) Try to avoid using a ratchet extension or similar tool to block the engine from turning while torquing the crankshaft bolt. A stout wood block will suffice and will save your tools needless wear. (Also, this technique will work on many other less conventional vehicles.)

Rock Bodulius

Centricity and anticentricity.

No matter how many times you have seen it done, no matter how many times you have done it, no matter how many times you have wanted to do it, no matter how many times you have, etc. . . . please do not tighten or torque your oil pan bolts to the specifications listed in your '68 Corvair Shop Manual on page BA-14 under spark plug paragraph #12 which reads in part . . . "is far enough up for good sealing (Fig. BA-108). Torque oil pan bolts 40 to 60 ft. lbs." Yes, bias and here, it blatantly stated 40, yes, foot pounds. Now however strong you may feel, however mad you may be at one another, just don't do it unless you are bolting your dearly beloved Corvair oil pan to a 494 CI Chevy big block with grade 12 cylindrical head 1/2 by 44.5 by 4 bolts. Then it may still strip out.

Now the real tech tip. Take out each Make-a-lot and obliterate the last 27 letters and numerals of the aforementioned paragraph. Go back to the original specs of 40 to 60 inch lbs. Yes, inch inch lbs.

Joe Bark

THANKS TO NORTH TEXAS CORVAIR CLUB!
AS PRINTED IN THE GULF COAST CORVAIR
NEWSLETTER.

