

REGULATION

Published monthly by The Western Penna. Corvaair Club, Inc., a chartered chapter of the Corvaair Society of America. Articles for publication should be in the editor's hands by the 15th of each month: Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412)325-2588.

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WPOC 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
35 Sierra Dr.
Pittsburgh, Pa. 15239

CHECKS PAYABLE TO: WPOC

CONSA MEMBERSHIP & RENEWAL: (ONE CRITERION REQUIRES THAT ALL WPOC MEMBERS, ALSO BEING IN CONSA, OUR INTERNATIONAL ORGANIZATION).
New WPOC members will receive a CONSA application from our treasurer.
CONSA members will receive their renewals prior to their CONSA anniversary date.
In either case, fill out the form, and return it with a \$12 check (payable to: CONSA) to: CONSA, P.O. BOX 2488, Pensacola, Florida 32503. CONSA MEMBERSHIP IS MANDATORY.

MEETINGS: 4th Tuesday of every month. 8PM. 2nd Federal S & L. Moonroville, Pa.

PITTSBURGH ←



→ MURRYSVILLE



BUILDERS ROUTE 22

GULF STATION

POMEROY SPAN JONES

FRANK PARTS

MIRACLE MILE SHOPPING CENTER

DIS 15 DA MEETING PLACE (DOWNSTAIRS)

2ND FEDERAL S + L

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 Mgr. & WPOC member, John Constantino a call. John will give you a WPOC discount, & may even deliver your parts to the next meeting or event.



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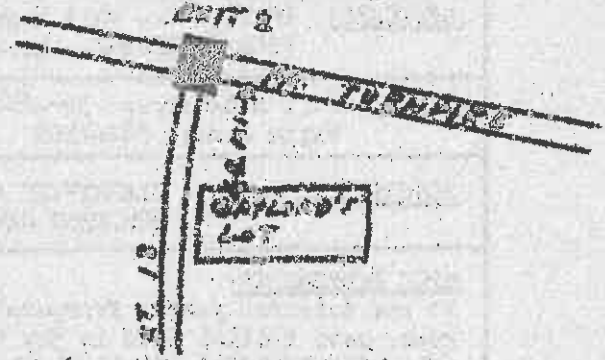
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751-2800

W.P.C.C. RALLY & DINNER - THIS SUNDAY BE THERE!!

THIS SUNDAY NOV. 18 FIRST COCKTAILS OFF AT 1 PM. IT'S FREE TO W.P.C.C. MEMBERS.

STARTING POINT IS GAYLORD'S LOT, 2 MILES SOUTH OF THE NEWVER VALLEY EXIT OF THE TURNPIKE ON ROUTE 18.

W.P.C.C. CONVOY WILL DEPART TOWARD JOHNSON'S LOT IN MONROEVILLE AT 11:30 A.M. ON WEST OF NEWOUTH.



Bob Smith and his gang of merry rally masters have put together another fun filled, short but sweet road rally for us, ending at an undisclosed restaurant, where we can all laugh about the wrong turns that we made over dinner. Bob's rallies are not very difficult, only fun!! BRING: At least one navigator, a Pennsylvania road map, a watch of some sort (a wrist watch is fine), and a good appetite!!! We had a nice turnout and a great time for this event last year. It sure would be nice to see some of our new members turn out for this event. Our club doesn't believe in serious competition, only fun, and the prizes will be ridiculous, as usual. A perfect way to try a road rally to see if you like it. Hey, we have a lot of fun together, and would sure like YOU, ~~THE YOU~~ to join us.

Incidentally, these rallies are not races, the biggest penalties are given for being early at the check points. Although we would prefer to see your Vair - feel free to bring the old water pump if your Vair is already tucked in for the winter!!!
SEE YOU ON SUNDAY.

THE 1979 W.P.C.C. CHRISTMAS/HANUKAH PARTY

SUNDAY DEC 16 6 PM - COCKTAILS 7 PM - DINNER

MONROEVILLE HOLIDAY INN (AT THE TURNPIKE)

APPROX. \$10 - CHILDREN, UNDER 12 - 1/2 PRICE.

THE BIGGEST EVENT OF THE YEAR - DON'T MISS IT.

★ WE MUST HAVE A FAIRLY ACCURATE COUNT BY DEC. 1.

★ CALL HAZEL MOORE TODAY AT: 327-4437 ★

★ OR MAIL THIS TODAY ★

MAIL TO: Hazel Moore, 310 Altview Dr. Monroeville, Pa. 15146

I/we plan to attend the W.P.C.C. Christmas/Hanukah party.

No. of adults _____ No. of round steak dinners _____ No. of stuffed chicken breasts _____

No. of children (under 12) _____ Round steak _____ Chicken _____

DON'T DELAY - MAIL THIS TODAY!!!

3.

OUR NEXT MEETING 8 PM TUESDAY NOV. 27 2nd Federal S & L Monroeville, Pa.

Attendance has been just super for the last few months, and let's keep it that way. It is just another indication of the growing interest in the Corvair. Bring your technical questions, and something for show & tell. Sip some free WPCO coffee, and munch on the goodies that the gals have been bringing. Enjoy the conversation and enjoy the people. See you on Nov. 27.

WPCO GOODIES FOR SALE AT THE MEETINGS:

WPCO Jacket Patch - \$2 apiece

Corvair T-shirts. "WHAT A PAIR - me & my Corvair" and "Corvairs Eat Ponchos" still at the pre-run away inflation price of \$5. Price a good T-shirt with nothing printed on it!!!!!!

New Corvair book by Dave Howell - "The (in)Complete Corvair Story" \$4.50

OUR LAST MEETING

The Oct. meeting was very interesting due to the wide array of subjects covered. Vaughn Hanlin urged us to contact our legislatures and urge them to vote against bill 896, which would change the state inspections to once a year, and as if our roads are not bad enough, bring back the studded snow tires. After discussing the great time that we had at Avon on the lake, we got into a discussion about the possibility of a weekend in the Poconos next year during one of the big races. Bill Artzberger is checking into dates etc. Stay tuned for future developments.

It was great to see Isadore Krouse and his son Al at a meeting; it's a long drive from New Bethlehem. Isadore is going to arrange a Dupont paint seminar for one of our meetings next year. He also brought up the idea of painting a large number of our cars like the Tigers. It would certainly put us on the map, and Bill Artzberger is willing to do the painting if we provide him with a redone and painted Vair. Contact Bill Artzberger if you're interested.

Wayne Jones was appointed committee chairman to study the feasibility of us submitting a bid for a future national convention at Seven Springs Resort. Our V.P. took a second place trophy at a show at Tenko Chevrolet. His 53 Monza convertible beat out a lot of conventional front engine iron. Good show Dick.

After an interesting tech. session, Bill Artzberger entertained us with some super old car slides. Bill made these slides by photographing old pictures. We saw Gasmobiles, Wrenon Bullets, hillclimbs in West Liberty, and many other fascinating bits of antique history. Many thanks, Bill. Carol Graf won \$15 in the 50/50 raffle.

OUR LAST WEEK

Aqua Marine Lodge was certainly all that Wayne & Judy said it was and more, much more. We all had an absolutely fantastic time, and I still can't believe that we got so much for so little. It was cold and rainy most of the weekend, but it really didn't bother us much at instant Florida. We filled the hospitality room almost to the ceiling with munchies, mixers, and the good stuff. We ate and drank like kings & queens, swam, took in a sauna or two, cheered for the Bucs during two of the World Series games, danced, the gals went shopping in Carol Breier's van, and we even pushed Wayne up & down the halls in a laundry cart around midnight or so. Someone must have tipped off the management to the fact that we were a roudy bunch, since our rooms were at the end of the building where we wouldn't disturb anyone.

In attendance were: Dick & Carol Breier, Isadore & Shirley Krouse, Dave & Jan Fabyrdie, Wayne & Judy Jones, Vaughn & Charlotte Hanlin, Bill & Jean Brill, Bill & Irene Artzberger, Bob & Lorraine Holdcraft, Walt & Boots Baldinger, & Al & Carole Friend. Thank you, Wayne & Judy for an absolutely super event.

NEW MEMBERS

Karl Wolf, Apollo 727-7622. Karl is a 21 year old carpenter who owns a Corvair van. (Watch out Walt Matenkosky) Karl also joined Cores and was recommended to WPCG by Mike & Carolyn Sullivan.

FOR SALE

66 Monza sedan 110/auto. Aqua exterior & interior, 56,000 mi. garaged, new windshield, trans, exc. condition, inspected. \$1800 or best offer. Linda Baracos Carnegie 276-5867, after 6 PM.

66 Corvair coupe, 3sp. very good condition, extra parts, \$995. Gary Zuty 609 N. Randolph St. Allentown, Pa. 18103.

FREE - Last chance before going to the crusher. Both 66 coupe doors, black interior panels. Too good to scrap. Bill Artberger, 364-5842

63 Vair parts, Camaro & MG black buckets, Camaro console & shifter, VW rim, New Honda Civic tires, Vair wheels, Joanne Phillips, 655-3972.

WANTED

Late model convertible with fairly good body - to restore for next years national convention. Prefer a four speed. Bill Artberger 364-5842.

FROM THE OCT. 79 ISSUE OF CHICAGO LAND "AIRHORN"

TRUCK TIPS by Larry Daypool

This month's tip might seem bizarre to some of the readers in the southern or western part of our country, but its meaning is profoundly relevant to us in the Snow Belt.

Prompted by the rash of recent failures, I'd like to call attention to two neglected problems - brake lines and front crossmembers.

First, let's look at brake lines. All cars use metal brake lines to carry the hydraulic brake fluid under pressure to the wheels. If one of these lines deteriorates from rust, when you put sufficient pressure on it (i.e., someone cuts you off and you stomp on the brake) the line will blow out, and you'll have an immediate and often dangerous problem. This is particularly so with pre-67 vehicles which did not have a dual braking system. Even with the dual master system, however, stopping distances are practically increased as well as unstable when using the only front or rear brakes. Earlier cars (62-66) and all Corvair trucks could be converted to a dual master system however, with only the inclusion of the dual master itself and a few various couplings and fittings.

As a simple check to see if your present lines are in safe condition, however, try what we call the Horn-harder test. Basically, it amounts to standing on the brake just as hard as you can (just as if you saw a huge Peterbilt cross the intersection a few feet ahead of you), then grasp the steering wheel and yank on

it to give you more leverage in order to press on the brakes harder. If a line is rusty, it could blow out then, in the safety of your garage, rather than in a real life stopping situation. Many of you will be surprised to find how LITTLE pressure it takes to blow a rusty line. Do this test at least twice a year - it could save your Corvair (or even you!).

Our biggest rust problem has been showing up more and more lately. Front crossmembers (the big beam in the front suspension that carries the springs, shocks, control arms, etc.) are made in a box type fashion in the middle.

There is a small drain hole at the bottom for water and whatever else. If this hole becomes plugged everything accumulated in the bottom, making an ideal place for rust to occur. The weather it becomes, the more debris there is to block the hole. This rusting makes the crossmember very weak, eventually leading to its collapse (often indicated externally by increasing negative camber on the front wheels). Of (and, almost 1/3 of the late models) if they have severe rust damage to the crossmember, with good solid ones being more difficult to obtain, you ought to take some measures to insure integrity of the one currently on your car. The following steps will take only a half hour or so, but could save days of grief (and expense) later.

Cut open the drain hole at the bottom of your crossmember to 1-1/2 inches. Then, by tapping on the bottom of the crossmember with a peeling hammer, a pile of rust should start pouring out of the larger drain hole. This can be aided by using a heat exchanger inserted inside to help pull junk to the opening. Once cleaned out, liberally sand the crossmember inside and out with drain oil to prevent further rusting. Repeat once a year to insure protection.

5.

A SUPER TECH TIP FROM MR. ORVILLE ELIASON OF
ONTARIO, CALIF. A THANK YOU NOTE WAS SENT TO MR. ELIASON

IGNITION TIMING---THE SPECS. ARE NOT PERFECT

The degree setting for the timing of most engines is only in the ball park. Engines built to the same specs. are not exactly the same, due to manufacturing tolerances. Engines that have been rebuilt several times are completely changed, either accidentally or on purpose. What the exact degree of timing should be is unknown. The timing called out in your manual may be perfect, good, or just fair for your engine. It runs OK and who can tell the difference between perfect and good? There is one sure way to know when you have the right setting, and that is mileage. There is an exact point of timing that fits your type of driving, the condition of your engine, the octane of the fuel, even the altitude of your area. So timing life can get your ignition timing on this point. Usually only a high performance race engine will get perfectly timed for the job it is supposed to do, and who can afford the equipment? There is another way however. The cost is almost nothing, and the rewards are measured at the fuel pump. This consists of searching out the ideal timing degree for your driving, by either retarding or advancing the setting, using the normal setting call out as your reference point. This idea is not new. The Model T Ford had a lever on the steering column to adjust it for best performance while you drive. Many early vehicles had a timing plate and pointer built into the base of the distributor. In later years distributors became more sophisticated, and fuel was cheap, who worried about a mile or two a gallon? Things have come full circle. Mileage is very much the "in-thing" these days. A distributor pointer and indicator can be a big help when properly used.

MAKING A TIMING PLATE AND POINTER

Trace the pattern for the parts onto thin metal, .040, .010 or even thinner. The thinner materials: such as tin from a coffee can etc., will need an extra stiffening bend for increased strength. The material can be aluminum or steel. Cut out the parts with metal shears and file to shape. Remove sharp edges. Mark bend lines. Bend pointer 90°, and bend timing plate slightly under 90°. Mark holes on timing plate from pattern, and drill with a 3/16" drill. If you wish, paint the parts gloss black, and the tip of the pointer silver. Dipping the tip of the pointer in aluminum paint works well.

INSTALLATION

Remove two screws from the fuel pump. They will be located on the cover at the lower right, and center right of the circle of screws. Position the timing plate over the screw holes, and replace the screws. Note: trim plate as needed to clear lower belt etc.. Be sure all screws are tightened evenly to maintain pump seal. The vacuum advance has a bracket covering the arm. This bracket held a rubber dust cap, most of which are long gone. Bend this bracket rearward until the flat side of it points toward the timing plate. Lay the pointer against the flat side. Trim pointer as needed for length, and also to fit the curve of the distributor cap. Notch lower side of pointer to clear vacuum advance actuating arm. Be sure it does not impede free action of arm. Bend a piece of wire 90° for a marking scribe. With pointer held in place, reach behind it, and with the wire mark the mounting hole on the pointer. Note: most vacuum brackets have an existing hole. If there isn't one you will have to drill one. Bolt pointer in place with a small screw, lock washer and nut. Position pointer to center area of plate face. Note: on some installations the distributor may not be positioned for the pointer to align with the plate. In this case the distributor will have to be shifted one tooth to align the parts. Align plate by twisting slightly so that pointer follows surface of plate on the same plane as it moves.

MARKING TIMING PLATE

This can be done in several ways. One method is to use masking tape. Mark it off in 1/16" segments, and place it under the pointer tip on the plate indicator face. This will give even reference points, and using a timing lite will establish degrees in comparison to 1/16" of pointer shift. A faster method is to use a timing lite. Move the distributor through all the indicated degree points, scribing each point on the degree plate. If the pattern does not turn out evenly spaced, recheck. The pattern should be evenly spaced on the plate. Remove the plate and mark each point with a narrow chisel. These will usually be 4° apart. The spaces can be halved for 2° and halved again for 1° and so on.

ADJUSTING TIMING USING A POINTER AND PLATE

Either set timing to specs, or use the timing you have been operating with. Bend the pointer bracket so the pointer rests on the corresponding degree number on the plate. This will be your base position, or starting point. Now loosen the distributor hold down nut until the distributor will move with a firm push. You can now adjust the timing anywhere, anytime, without a timing lite. You can adjust for best power, mileage, temperature, or engine condition. Usually performance can be improved by advancing timing slightly. Keep an ear open for pinging (detonation). You should expect some pinging with a hot engine under hard acceleration. If you never get pinging under any condition, your timing is too far retarded for best mileage. I do not advise advancing timing beyond specs on a turbo-charged engine unless you are sure of what you are doing. Off-road vehicles can also benefit from the use of a timing plate on their Vair engines. Timing can be changed instantly, and then try that hill or speed run again.

Remember that as your points and their rub block wears, your timing will also change. So, eventually you must service the points. Check the timing with a lite and re-set the pointer on the scale. You may then move the pointer to the position where you previously found the engine performed the best.

Permission is granted to reprint this article and drawings.

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FULL SCALE

