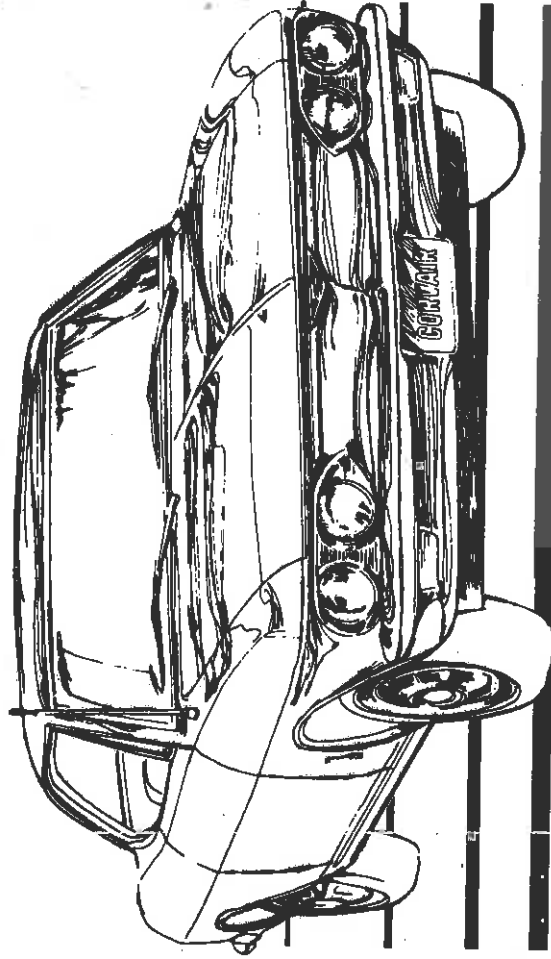


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

OCTOBER 1982

MEETING: Tuesday, October 26, 1982



THE WESTERN PENNSYLVANIA CORVAIR CLUB WANTS YOU!!
MEMBERSHIP APPLICATION

That sure is a great little car you're driving. In fact the Corvaire is probably the most courageous, creative, and potentially the best engineered automobile to come out of Detroit in modern times. As you may already know, a two year study conducted by the U.S. Dept. of Transportation, and suggested by Mr. Ralph Nader, concluded: "The Corvaire quantitatively meets or exceeds standards set by contemporary automobiles in stability, cornering, and roll-over tests." It is also the only car ever proven safe in a court of law!!!

Next time a fellow Corvaire driver waves to you, hold your head high and wave back, since you have something in common. "The Vair" however, is far from a common car. They are now quite rare, gaining in value, and have so many sensible features when compared to today's plastic and cardboard cars. Isn't it great not spending money on antifreeze and snow tires for example!

We are a chartered chapter of "The Corvaire Society of America" (CORSA), a rapidly growing international organization now boasting over 8,000 members. Like all automobile marque clubs of international stature, CORSA requires all chapter members to also belong to CORSA, the international Corvaire club.

The long range goals of both clubs is simply to increase the enjoyment and preservation of the Corvaire automobile. We provide - technical and historic information, parts procurement, professional publications, and an international classified ad service. We sponsor and participate in - Corvaire shows, rallies, time trials, autocross events, mini conventions, and national conventions. We love driving to local points of interest, touring style, in Corvaire convoys. We have parties, picnics, and dinners, there's always plenty of Corvaire talk, and all of our events are family affairs. Our membership includes people from every imaginable age group, background, and profession. Our chapter provides a twelve page monthly newsletter, and CORSA provides a beautiful, monthly magazine named "The CORSA Communique".

We would love to welcome you, your family, and your Corvaire into our club. Simply complete the attached application and mail it to Al Friend, WPCC Liaison. Remember, the nicest people drive Corvaire, and "You're Always Ahead With Your Engine Behind." Hope to see you soon.

MEETINGS: The 4th Tuesday of every month, 8 p.m. at the Good Shepherd Lutheran Church, Monroeville, Pennsylvania

DUES: LOCAL \$9 per calendar year, of 75¢ for each remaining month of the current year. Half price for immediate family. Payable to: WPCC.

CORSA Our charter requires that all WPCC members, also belong to CORSA, our national organization. New members must enclose a completed CORSA application and a check payable to CORSA, Inc. for \$14. If you already belong to CORSA, then send only WPCC information.

MAIL TO: W.P.C.C. c/o Al Friend, 3677 Forbes Trail Dr.
 Murrysville, PA 15668 (412)325-2588

NAME _____ AGE _____ OCCUPATION _____ PHONE _____
 ADDRESS _____ ZIP _____ DATE _____
 CORSA MEMBER? YES NO CORVAIRES OWNED, YR.: MODEL _____
 RECOMMENDED BY _____ AMOUNT PAID _____ OTHER CAR CLUBS _____
 OTHER INFORMATION: _____

Minutes of the last meeting

Minutes from WPCC Meeting, Sept. 28, 1982
 Meeting was called to order by Pres. I. Krause at 8:08 pm.
 Officers Present: Pres., I. Krause, VP, R. Panizza
 Board Present: A. Miller, B. Brill, B. Larison, T. Phelps, W. Rockhill.

Minutes of the Aug. meeting were approved as read.
Old Business: Bill Brill reported on the Devereaux Chevy Show in McKeesport on Sept. 25. Bill Artzberger gave a detailed report of Gettysburg trip & show.
 Dave Fabyonic reported on the picnic-swim party at the home of Bob & Lemoyne Holderbaum. Bob Larison suggested a note of thanks to Holderbaums---all agreed.

Pres. Krause talked of the Autumn Leaf Festival in Clarion on Oct. 9th & 10th. There are no rooms available, but he suggests members drive up early on the 10th and spend the day.

Bob Larison reported on the Quaker Square weekend and the deadline for reservations is Oct. 2nd. Those that are going decided to go there on Sat. for the \$85.95 pkg. deal. Al Friend told of his trip to Titusville and of the auctioning of a Corvaire.

Inspection of Classic & antique Cars was discussed. Antique cars need not be inspected but classics will be inspected annually as in the past.

New Business: Welcome new member John Lackey. Bill Artzberger talked of a Corvaire outing at Kenneywood Park. He said that he and Wayne Jones would chair the event. Bill also mentioned the Syracuse Recall in June 1982. Al Friend spoke on a Steel City Concourse and asked if we want to sponsor such an event.
 Pres. Krause read a letter from W. Fla. Corvaire Club. It asked about raffle tickets sent to someone in WPCC & never received an answer.

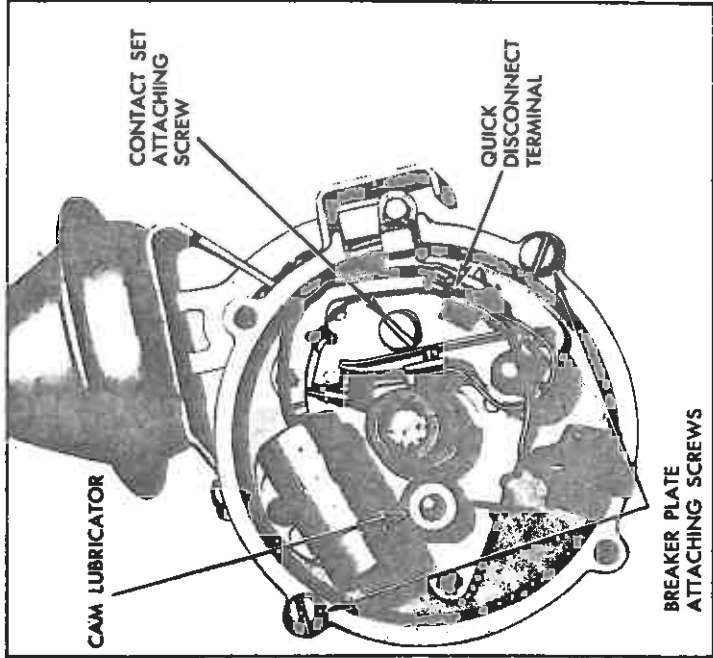
Meeting adjourned at 9pm - Bill Brill
 Acting Secy.

NOMINATIONS TUES
 DON'T FORGET THE X-MASS PARTY
 DEC 19

Corsa Instrument Tech. Tip by Al Friend

A day or so after bragging to Carole about how fortunate we were that all of the instruments (except the clock, of course) in our '66 Corsa were still working after 16 years & 135,000 miles, you guessed it!!!! The speedometer always read "0", the gas gauge went to the 3 o'clock position, and stayed there, and finally, the tach. decided to take erratic spells every time that I wanted to use it to determine my speed. Me and my big mouth!!

After driving the car to Hersey and back in this condition, I became convinced that I had to address these problems, pronto. Well, the speedo. was easy after John Sweet located a new cable and that coil-like thing in the left wheel's grease cap for me. The gas gauge problem turned out to be a bad connection at the tank sending unit, but the tach. was more difficult. I noticed that the erratic tach. always coincided with a rough running engine. So with this evidence I phoned old friend and former WPCC member Herman Krump. Dr Hermie prescribed a new breaker plate! What in the hell is a breaker plate, you say? Well, a breaker plate is the plate that the points & condenser sit on, it is easily replaced, it fixed the rough engine and the tach. and is available only at your dealer. So if you have these problems, give John Cossy a call at Devereaux's in Freeport, and don't talk about your instruments in front of the car that is attached to them!!!!



Breaker Plate and Attaching Parts

Nickle Fix-it by Herb Horn

If your shifter tube at the transmission has extra play, you can take out some of the looseness by hanging cotterpins over the saddle to close some of the gap.

New Members

John Cupp, Jr. 628-4520. John is an attorney from Connellsville, PA who owns a 1966 Corvair sedan, and already belongs to Corsa. Welcome to WPCC John.

John Lackey 327-7651. John is a 49 year old steel worker from Pittsburgh; owns a 69 coupe and has also joined CORSA.

For Sale

1962 Four door automatic.

New front linkage, new shocks, 45K miles. \$1,200 or best offer. G.W. Snyder 281-0987

1963 Greenbrier motor home, self contained camper.

Sleeps two, stove, sink, ice box, water tank, closet, porta poti. Automatic, many spare parts included. All for \$2500. Roland Gilbert, 320 Compton Ave., Lare, MD 20707.

1965 Monza conv.

Dark blue, white pwr. top, 63,000 miles, new inspection, good condition, original owner. \$2500. Mat Heyl, Murrsville (412)327-2255.

1965 Corsa Cpe.

140 4-speed. Asking \$650. Dick Breier (412)563-4591

Four new '65 Corsa wheel covers. \$25 each. Mike Harburda 731-4632

1966 Monza Cpe.

Light blue with black interior, garage kept, 29,850 original miles. Original paint, excellent condition, no rust. \$2,700. Francis M. Newell, III (302)658-2216 129 Dixon Lane, Wilmington, Delaware

The 1.35 Meter Dash by Charles Lucas, Editor

One hot, sunny, September, Sunday afternoon, my family and I were enjoying a leisurely top-down drive in the Corvair. Driving into the sun, my wife was blinded by sunglare on the windshield reflecting from the dashboard. It didn't bother me...I was wearing my Foster-Grants. But it was time I did something about that dashboard.

When I bought this '64 convertible back in March, there were two things that really irritated me: (1) the exterior paint (had), was not laquer and (2) the dashboard was (are you ready for this?) *brush painted with glossy black enamel! Yuki!*

A padded dash would have been perfect, but even the trim strips, radio housing and steering column were painted glossy black enamel. I considered the risk that the padded dash could be marred or damaged while the body and paint work is being done later. Spraying a flat black finish on the dash was an acceptable interim solution.

The first step of course, was to remove that crummy-looking black enamel. Paint stripper is fast, relatively easy to use, and works very well on enamels. It was my overwhelming first choice.

For those who have never worked with paint stripper, there are a number of precautions that should be observed if you elect to use it on a similar project in the future. First, protect your eyes and skin. That means safety glasses and rubber (not plastic) gloves. Work in a well ventilated area, preferably outdoors. This is especially true for those who have heart conditions. Don't smoke while using paint stripper. Protect painted surfaces, plastics and rugs, etc. from splashes or drips. I would advise against those thin, clear plastic drop cloths...stripper eats right through the stuff. Several thicknesses of newspaper work well. Use an old paint brush that has natural bristles. (I'm not sure what the stuff will do to nylon bristles.)

When applying stripper, don't scrub the surface with the brush or try to work the stripper out as you do when painting. Doing this inhibits the action of the stripper. Lay the stripper on liberally, and avoid going back over your work.

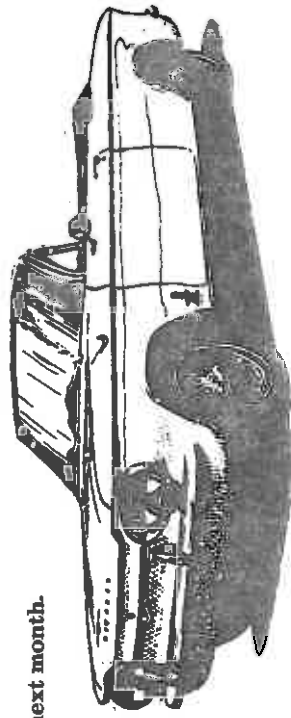
After removing the dash trim strips, the radio and it's housing, I masked and covered everything that might be damaged by the stripper. I poured about an inch of stripper into an empty one pound coffee can and started. In no time at all the dash was a mass of black sludge. I used paper towels

to wipe away the sludge. It took a second application of stripper, half a roll of paper towels and an hour and a half to remove the paint. The trim strips and radio housing (minus the radio) were done separately. The factory primer was not attacked by the stripper. With Prep Sol I removed any last traces of stripper residue. Following that, I went over the primer very lightly with dry 600 silicon carbide sandpaper, followed by more Prep Sol, and finally, a tack rag.

Next came the part I like the least... paint masking. This always seems to take forever, but of course the effort and time spent are well rewarded. (Yes, I did have the top down while I did the masking and the other work.) With that accomplished, a base coat of aerosol black laquer primer was followed by flat black hood and deck antiglare laquer.

The results were less than satisfactory. The dashboard didn't have brush strokes, but it didn't look black. It was flat *dark gray* next to the rest of the black interior.

Continued next month.



Important Notice from the Editor

I'm always looking for material to publish in the Vair Street Journal. If you have anything of interest to the membership, "for sales", tech tips, your experiences with Corvairs or whatever, please send them to me before the 5th of the month, if you want it in that month's Journal. In the future, I will try to have my address somewhere in the issue. Send all letters, inquiries or material for publication to:

Vair Street Journal
Charles J. Lucas
236 Marigold Street
Munhall, PA 15102

AmVair Inc.

AMVAIR INC.
2505 W. 1st St.
Santa Ana, CA 92703
(714)

1965-1969

Late Models

Stop Theft

Battery - Spare Tire - CAB \$45.00
of ALTERNATOR \$45.00
65% \$100.00

AMERICAN CORVAIR OF CALIF.
(Division of AMVAIR INC.)

AFTER 2 YRS. OF DESIGN AND DEVELOPMENT
HAS IS NOW
MANUFACTURING AND MARKETING A

KEYED LOCK ASSEMBLY

FOR ENGINE COMPARTMENT LID
INSTALLATION Requires No

body or Lid Modification
Simple 5 - 10 MIN 2 BOLTS Process that
ANY CORVAIR PERSON CAN DO

Special Introductory Sale Save \$12.20
SUGGESTED 36% OFF \$22.75
List Price \$34.95

IF IT'S CORVAIR... WE DO IT!

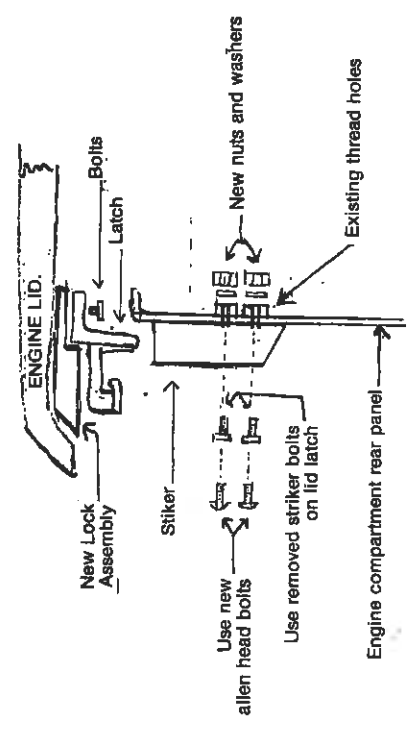
AmVair Inc.

LATE MODEL ENGINE LID LOCK

1. Remove License plate.
2. With lead pencil scribe outline of existing lid latch on lid and lower striker on body.
3. Remove two bolts holding lid latch and discard.
4. Remove 2 bolts holding lower striker.
5. Using striker bolts, install key lock assembly between engine lid and latch assembly.
6. Align latch and lock assembly as close as possible to outline scribed in step #2 and tighten bolts securely.
7. Using Allen Head Bolts, reinstall lower striker and adjust it about 1/8" lower (the thickness of Keyed Lock Assembly). Align to outline scribed in step #2.
8. Close lid and check Latch and Lock Operation, align and adjust as needed.

9. After all needed adjustments are done - install 2 Jam Lock Nuts (supplied) on lower striker bolts from the inside of Engine compartment.

- Parts:
- 1---Keyed Lock Assembly with keys.
 - 2---Allen Head Bolt 1/4 x 20
 - 3---Lock Washer 1/4
 - 2---Nuts 1/2x20
 - 2---Flat Washers 1/4
 - 1---Allen Wrench



IF IT'S CORVAIR... WE DO IT!

WFCC ACTIVITIES REPORT

October 16-17 was the week-end planned for Quaker Square in Akron, Ohio. The event started with a Saturday morning breakfast at the Bob Evans Restaurant at the Penna. Turnpike. We formed a Corvair Caravan and a few hours later, arrived at the old Quaker Oats factory that was to be our destination. (The former factory has been transformed into a motel by using the concrete silos as a basis for their rooms.) A tour was made of the many gift shops and stores along with the remains of the factory. We had lunch at the Quaker Emporium. The afternoon included a trip thru the largest indoor toy electric train display in world. The evening included a special Italian Dinner in a restaurant that was built on the original Railway Express Agency platform. During dinner, as a surprise, we were personally entertained by a real barbershop quartet that just happened to be sitting at a nearby table. Later, we danced and listened to live big band music featuring arrangements by Glenn Miller.

Sunday was topped off with a tour of Stan Hywett Hall, a 65 room manor house built in 1911 at the cost of over 3 million dollars. It was formerly owned by Frank Sieberling, founder of the Goodyear and Sberling Rubber Company. There are few words and not enough space to tell you about this experience...but those who made the tour will never forget viewing one of America's truly great houses. It almost made some of us forget about Corvairs!!!

The Baldingers, Larisons, Hamlins, Horns and the Artzbergers attended. Jean Larison planned the event and it could not have been better...thank you Jean!

Other events for the past few weeks included the Chevy Show at Day Chevrolet in Monroeville, the Gettysburg Corvair Affair, the Devereaux Chevrolet Chevy Show in E. McKeesport, and the AutumnLeaf Festival in Clarion, Pa.

All the events have been lots of fun with Corvairs. Some of the trophy winners at the events were Izzy Krouse, Bill Brill and Tom Kress. Sorry that some of the WFCC members were not able to make these events. This message is from the WFCC: Have fun with your Corvair...while there is time and life to spare!



Corvair Society of America

Formed in 1969 by and for those who still appreciate the Corvair Automobile
CORSA MEMBERSHIP APPLICATION

(Please Print)

Last Name _____ First _____

Address _____

City _____ State _____ Zip _____

Chapter _____ Chapter No. _____

City _____ State _____ Zip _____

Reason for joining CORSA _____

Activity Interest: _____

Age _____ Phone _____

Occupation _____

CHECK ONE: NEW RENEWAL

RENEWALS

My name and address are correct as printed

Make the following corrections to my name and address:

The following fee schedule includes your subscription to **CORSA COMMUNIQUE**, our monthly publication, for the number of months paid.

- 1 year U.S. membership - \$14
- 26 month U.S. membership - \$28
- 1 year Canadian membership - \$17
- 26 month Canadian membership - \$34
- 1 year Overseas membership - \$19
- 26 month Overseas membership - \$38
- Museum Fund Donation - \$1
- Racing Fund Donation - \$1
- Family membership - \$1

TOTAL: _____

U.S. FUNDS ONLY
 *MAKE CHECK PAYABLE TO
 CORSA, INC.

CORVAIR SOCIETY OF AMERICA, INC.
 P. O. Box 2488
 Pensacola, Fla. 32503

MUSEUM FUND

A museum has been established to protect and preserve Corvair memorabilia. This fund has been established to perpetually finance the museum's growth and development.

RACING FUND

This fund provides cash prizes to winning Corvairs entered in national open class racing.

DO NOT WRITE IN BOX

Rec'd	_____
Amount	_____
Months	_____
Acct. No.	_____
Expires	_____

SURVEY OF CARS OWNED AND INTERESTS

1. I own _____ running Corvairs.
2. I own _____ restorable Corvairs.
3. I own _____ parts Corvairs.

4. I use my Corvairs for:

- Concours - How Many? _____
- Daily Use
- Racing
- Other _____

5. My main reason for joining CORSA is:

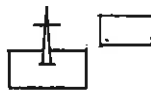
- Support my hobby Fellowship
 - Increase the value of my investment
 - Magazine - "CORSA COMMUNIQUE"
 - To take part in () local/() national doings
6. What I like to read most in my magazine is:
- Technical Tips Open Forum
 - Feature Articles Chapter News
 - Convention information Local meet information
 - CORSA governmental action



158
Western PA. Corvair Club
3677 Forbes Trail Dr.
Murrysville, PA 15668

MEETING HELD
4TH TUESDAY
EACH MONTH
8:00 P.M.

GOOD SHEPHERD
LUTHERAN
CHURCH



OLD WM. PENN HWY.

RT. 48

SCHOOL

PARKWAY BY-PASS

PGH.

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT