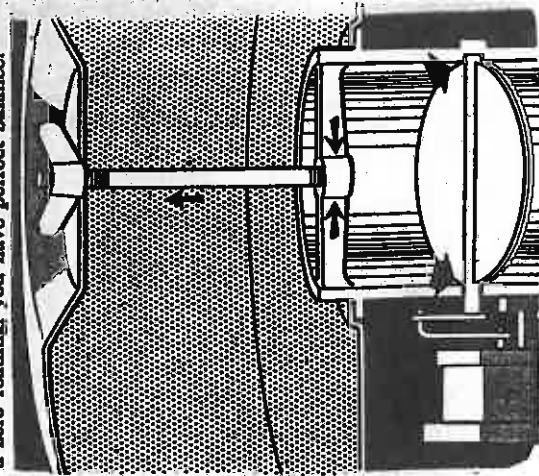
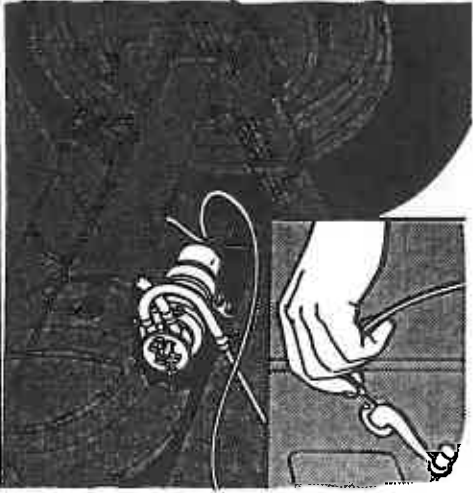


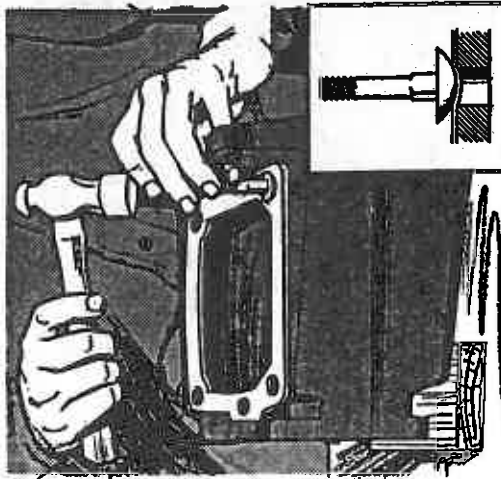
Only one vacuum gauge is needed to adjust twin carbs on Corvairs if it's placed inside sealed jar, with two soldered fittings connect to the carburetor vacuum inlets (one with gauge, the other to create partial vacuum). With a zero reading, you have perfect balance.



A sticking choke valve can be caused by contraction in the carburetor body near the intake port. Overtightening wingnuts that hold the air cleaners can force the port sides together (see arrows). When this happens, the choke valve can be filled or ground to a free fit.



If the electric fuel pump on your sports car quits because the points overheat and stick, you can still make it to a repair shop. Run a length of insulated wire from the pump's hot terminal to the cockpit. Expose the other end and you can operate the pump manually by grounding it.



You can put clean, accurate holes in a homemade replacement gasket by using the head of a carriage bolt as a punch. Hold the gasket material over the hole. The bolt will center itself on the hole and automatically give you the size hole you need when you tap on the bolt.



158
Western PA. Corvair Club
634 Arden Lane
Pittsburgh, PA 15243

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

GOOD SHEPHERD
LUTHERAN
CHURCH

OLD WM. PENN HWY

RT. 48

SCHOOL

PGH.

PARKWAY BY-PASS

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT



AL & CAROLE FRIEND
3677 FORBES TRAIL
MURRYSVILLE PA 15668

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. We encourage all WPCC members to maintain membership in 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 monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Communiques."

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 Corvaires, 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 Shephard Lutheran Church, Monroeville, Pennsylvania.

DUES: LOCAL \$10 per calendar year or \$1 for each remaining month of the current year. Includes membership for immediate family members. Payable to WPCC.

J. DALE SMITH
634 ARDEN LANE
PITTSBURGH, PA
15243

MAIL TO: W.P.C.C. c/o

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 WPCC Meeting

August 27, 1991

Officers present: pres. Dave Fabyonic, v.p. Wayne Jones, secy. Pat Greenwald, treasurer Irene Artzberger.

Board members present: Dick Dandois, Vaun Hamlin, and Laurie Maglietta.

The minutes were approved as printed in the Vair Street Journal.

The treasurer's report was read and approved. The balance is \$510.38; there are 74 paid members.

Old Business

The matter of trophies for the Steel City Classic was discussed. By a vote of 17 to 0 it was decided that we would not supply trophies for a Corvaire class. Those Corvaires entering will compete in the larger Chevrolet class.

Al Friend complemented Connie Rising on the nice article about the Eastern Division Special National Fall Meet in Butler printed in the August newsletter. He talked about some of his experiences at the show. The show included excellent cars, and in Al's view, it was the best judged show he ever attended.

Laurie read an article on the National Convention that she received too late for the August newsletter. It will appear in the September issue.

Laurie also made a correction to the directions for the Sept. 15 WPCC picnic as printed in the August newsletter. Those coming from the East need to exit I70 at 7A, not 7B. Laurie asked for a show of hands of those planning to attend. Dave stated that the club will supply food for the event.

The third PennDot Parkway cleanup was completed on August 24 by just 2 people. Laurie and Don Baker did the whole stretch by

A Weekend of Car Shows

On August 24 we attended the Mountain County Auto Show at Emporium, Pa. Both Marie and I grew up in the Emporium area and still have some family and a few friends in the area. Marie's brother has a '59 Corvette and is active in the local club.

This was a small local show, though this year there was an entry from Florida, thus, we missed the longest distance award. There were several unusual cars, an early Nash open touring car, a Mercury Turnpike Cruiser, and a couple of nice kit cars being the most notable. We were parked next to a nice Mustang which was sort of rubbing things in. However, things turned out nicely when Marie's 1966 light blue coupe received first place in its class.

During the trip up we stopped at Weedville to talk to the owner of a nice 1964 light blue Spyder convertible. We had noticed the car in a garage during previous trips. The owner was unaware of CORSA or Clark's, etc. so we gave him an information packet I've made with CORSA and WPC applications and lists of clubs and supplies from the Communique. He drives it occasionally but does not go to shows.

Just outside of St. Mary's we noticed a 1965 Corvair convertible wearing a FOR SALE sign. It was red with a new or fairly new top. The area under the fenders looked like they had been epoxied (roughly) and then painted white. I suspect a lot of rust from what I could see. The 110 engine had been highlighted with brushed-on red paint. Owner asked \$4,000 and was supposedly offered \$3,000. We left. (Interested: phone (814) 781-7661.)

Sunday we got a late start from Emporium and decided we would not register at the Clearfield car show even if we arrived in time but would look it over. This would let us get home sooner. The show, held at a fairgrounds, has free registration, free admission. The show area is under trees on grass. Though Sunday was overcast and threatened rain, it would have been appreciated. The flea market held in conjunction with the car show was like most small to medium flea markets with car parts (other than license plates) not in abundance.

We saw only three Corvairs, a '61 Greenbreier, and two '65 convertibles. Only one of the 'verts was to be

themselves.

Bill Artzberger informed the members that Don Ross is back in the hospital. Bill passed a card around for signatures.

Bill also presented the club with the "Best Club Display" trophy from the Vintage Grand Prix. Vaun and Bill talked about a video that was made of the Grand Prix. It will be shown on the "Wild About Wheels" show on the Discovery Channel on September 15.

New Business

Bill brought the members up to date on the Museum activities. The society will try to exercise an option to rent a recently vacated diner, and the South Park Sky Bus has been donated to the Museum. The Sky Bus will be set up in the museum and used as a mini-theater to show videos. Volunteers will be needed when the Sky Bus is installed.

On a motion by Bill Brill and a unanimous second, the meeting was adjourned. Refreshments followed courtesy of the Gundlachs.

NEXT MEETING SEPTEMBER 24

Don Baker will be providing refreshments at the September meeting. Don, don't worry about drinks or plates, it's taken care of.

judged and neither impressed us. The Greenbreier is for sale, has seen 20,900 miles and has a factory camper unit. The paint seemed original, not too much rust, and the engine was dirty. It was towed to the show on its rear wheels. (Interested: phone (814) 653-8442)

Also in the show were a DeLorean, a large open touring car bus (1914 I think), a solid-tired chain driven fuel-oil delivery truck that caught my attention. Back home at five P.M. with about 275 miles added to the odometer and no problems with the car, but as usual, a list of things to check and/or adjust.

The trip to Emporium is probably a little long (approx. 130 miles from Indiana) and the show is small for anyone without personal reasons. However, the scenery is beautiful (if you like mountains) and the road will keep you awake but the surfaces are decent.

The Clearfield show could be interesting and some real nice Corvairs ought to stir up some interest. Perhaps the trip would be a little long for the Pittsburgh area people (approx. 50 miles from Indiana) but it is a good sized show, I would guess over 200 vehicles and could be a nice drive. The scenery is nice, not as good as the Emporium area, but the mountains do start to get impressive.

Dick and Marie Dandois

Five Years Ago in the Journal

Seventeen WPCC members attended the 1986 CORSA national convention in Grand Rapids, Michigan and as Marlene Moran explained in her very nice article, "There were a lot of grins on the faces of four of our WPCC members following the awards banquet." The Morans, Hamline, Gundlachs, and Friends added another trophy to their collections.

President Bill Brill gave a good pep talk to the members and reminded everyone of our upcoming picnic at North Park.

Al Friend

Here is your chance to see Don and Alice Schneider's extensive Corvair collection, and meet very nice members of a neighboring CORSA chapter. Don and Alice will be hosting their members and anyone from WPC to join in. Don has reserved ten rooms at the TWINS MOTEL (216)878-5547. Exit onto Rt. 250 from I-77 at Strasburg, Ohio. Make your own reservation and mention Don's name for special rates. Here is the schedule:
Saturday, Oct. 5: 11:00 A.M. brunch, tour of the area, dinner at ANA HOUSE RESTAURANT

Sunday, Oct. 6: Local festival and old car parade, 4:00 banquet.

Carole and I will be attending; if any WPCC members would like to attend, please give us a call so we can "Corvair Convoy" together. (325-2588)

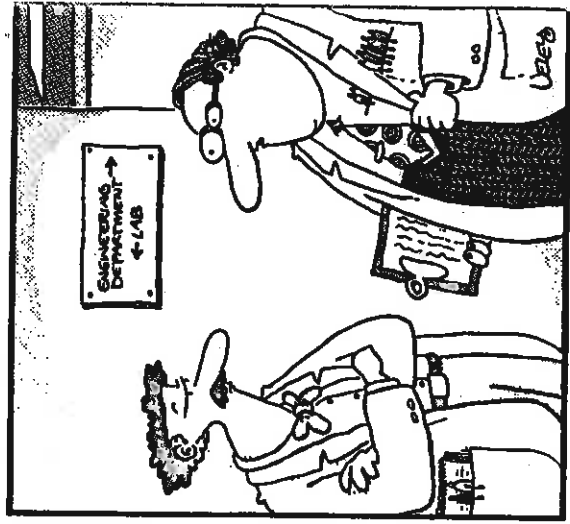
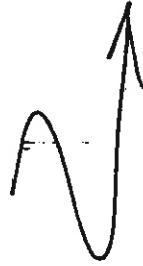
October 6 Corvair Convoy to Schneiders'

"CORVAIRESE"

IF IT AINT

BROKE,

DON'T FIX IT



"It's like my grand-dad always said: 'Son, if it ain't disfunctional, don't attempt pre-emptive maintenance intervention on it.' Or something like that."

HERSHEY

WESTERN PENNSYLVANIA CORVAIR CLUB

BUS TRIP

OCTOBER 12, 1991

DEPARTS FROM ALLEGHENY COUNTY AIRPORT AT 2:00 A.M. ON SATURDAY, OCTOBER 12, 1991

ARRIVES AT HERSHEY AT APPROXIMATELY 6:30 A.M.

DEPARTS FROM HERSHEY AT 8:00 P.M. SATURDAY EVENING

ARRIVES AT COUNTY AIRPORT AT APPROXIMATELY 11:30 P.M.

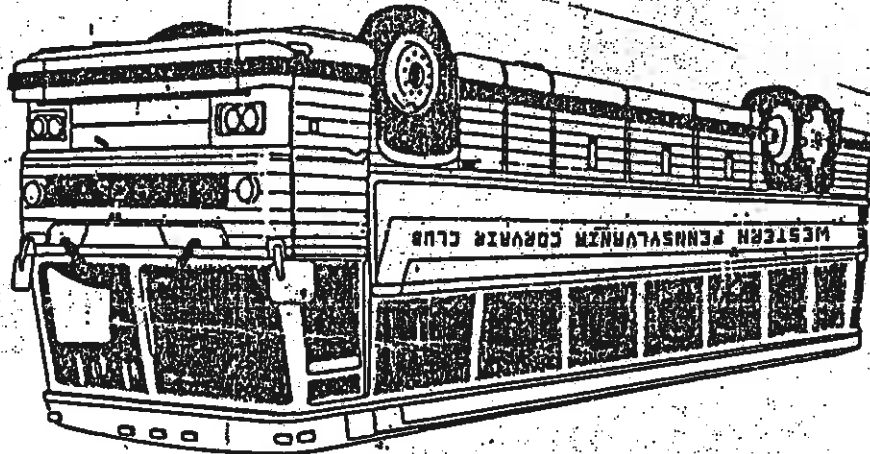
INCLUDES SNACKS ON BUS

BUS IS RESTROOM EQUIPPED AND LIMITED TO 47 PERSONS

COST: \$24.00 PER PERSON

DON'T BE LEFT OUT!

BUS WILL STOP FOR BREAKFAST AND DINNER (NOT INCL. IN PRICE)



FOR MORE INFORMATION CALL:

DICK BREIER

DAY: (412) 471-6984

EVENING: (412) 563-4591

but this
is 6 of
builder
builder
may do

Editor

C/O

W.P.C.C.

MAIL CHECK TODAY TO:

F.Y.I. SUBMITTED BY WPCC
MEMBER PAUL FREY. TAKEN FROM
A PUBLICATION CALLED "SK"

EDITORIAL

Previous SK editorials have alluded to the impending EPA ban on the use of asbestos products in clutch and brake friction materials, slated to go into effect in 1993 for clutch plates and 1996 for brake lining materials. The possible effects of this phaseout on the restoration and maintenance of collector vehicles has been discussed. The following material is excerpted from an Automotive Parts Rebuilders Association (APRA) position paper as published in the June 1991 issue of Automotive Rebuilder.

On July 12, 1989, the EPA published the Asbestos Ban and Phaseout Rule, whereby the manufacturing and processing of asbestos was banned effective August 27, 1990, for certain uses, and for other uses in 1993 and 1996. The APRA rule bans the processing of clutch facings containing asbestos by August 25, 1993, and the processing of brake linings containing asbestos by August 26, 1996.

The APRA has accepted this rule and is prepared to cease using asbestos products as replacements on clutches and brakes in compliance with it. However, the EPA has reiterated its rule to impose a serious burden on clutch and brake rebuilders. The EPA has decreed in effect that replacement of old asbestos-containing materials on used parts constitutes "processing" and is pro-

hibited after the dates the rules go into effect. What EPA has said is, "Mr. Rebuilder, you cannot remove old asbestos lining and clutch facings for replacement with non-asbestos materials. Since non-asbestos friction materials are indistinguishable for old used asbestos materials, you cannot rebuild any brakes or clutches after the prohibition date."

If this discriminatory EPA ruling remains in effect, it will impose a serious burden on restorers of collector vehicles as well as owners of other older vehicles for which new replacement brake and clutch parts are no longer available. It could mean that you will be unable to get your clutches and brakes renewed or rebuilt by commercial rebuilders because they will be prohibited from removing the old linings. Owners of older cars will be obliged to expose themselves to the hazard of removing or disposing of the old materials, creating health risks because the old asbestos-containing linings will no longer be disposed of carefully as they are today by commercial rebuilders.

Old car owners should back the APRA members in their quest to overturn the arbitrary EPA ruling. For more information about this problem, read the article starting on page 6 of the June 1991 issue of Automotive Rebuilder. If possible, talk to your local parts rebuilder about what you, as a concerned citizen, may do to soften the EPA restrictions proposed.

Bill Cannon, Technical Editor

WEST

SPJ
+ 1

A "Capitol" Letter

The Corvair National Convention was well-attended by WPCC with the Gundlachs (Laura Ruth, too), Sweets, Risings, Dandoises, Clappers, Rich Panizza, and Wayne Jones.

The Tuesday and Wednesday evening nighttime bus tours of Washington, D.C. were great. There were four stops at various monuments and the Wall. The tour ended with a roof-top view of Washington D.C. from the John F. Kennedy Performing Arts Building. Our bus riders were entering the building when we noticed Senator Ted Kennedy leaving the building with a couple. Some couldn't resist a quick picture.

The Thursday evening Potomac River cruise was super. The Sweets and Gundlachs dined together on the top deck. The cruise director and waitresses had a picnic with Laura Ruth. The food and entertainment was excellent. The view of the Capitol at night from the river was spectacular.

The Concourse was Thursday afternoon. After a morning of rain, the sun came out to bake everyone. It was one of the largest Concourses in the last few years with almost 70 cars. Gene and Connie Rising took first in factory stock with their Corsa. John Gundlach took third in the Senior class with his 1963 Spyder. Barbara and John Tyger of Creekside, Pa (near Indiana) took first with their 1963 Spyder convertible in street stock with 95+ points. WOW!

Friday was a rainy day. D.C. was having a drought until the Corvairs arrived.

Saturday morning at 11:00 A.M., Ralph Nader arrived to address the members of Corsa with the T.V. cameras rolling. Ralph spoke on automobile safety for close to an hour with a forty minute question and answer session afterward. Ralph got in many digs at Corvairs, and of course, members shot digs at him. Everything was done in jest and it turned out to be a pleasant meeting for everyone. Ralph had an autograph session later. (Anyone interested in seeing a signed "Nader Buck" - see

John Gundlach.

The banquet was Saturday evening. It was very well attended with the ballroom jammed with Corsa members. Sunday dawned bright and clear for a dry ride home. A great time was had by all. (The vendor area was super!)

See you in Atlanta in 1991 and in Williamsburg, VA in 1994.

Gayle Gundlach

Add this name and address to your list of people who do Corvair mechanical work, including complete engine rebuilds:

Lou Leonzio's Auto Service
137 Monica Drive
Pittsburgh, PA 15239 (Plum Boro)
793-3290

Thanks to all those who came to my picnic on September 15. My grandmother and I enjoyed your company. Your contributions to the picnic were delicious. I hope you enjoyed the ride to and from; I think that is a great cruise for a Corvair. (I've put my Corvair to the test on those curves and can outrun just about anything.)

Chef Vaughn and Charlotte Hamlin brought a Corvair, the Dandoises came all the way from Indiana, Pa in a Corvair, Bob Donnelly brought a Corvair, and the following people attended in water-pumpers: Bob and Jean Larison, Wayne and Judy Jones, Dave and Jan Fabyonic, and Lee and Faye Parker.

Laurie Maglietta

Classifieds and Tech

O.K. you got the oil filter out without spilling any oil, or at least not too much, now what?

Try putting the filter into an empty one pound coffee can. The filter and plastic bag, if you used one, fit nicely into the can. The can will keep the filter upright and also catch any oil that may leak out. The can and filter may be set aside easily until you are ready to dispose of the filter and its oil. If desired, put the plastic lid on the coffee can. It may be necessary to trim the plastic bag surplus. Secure the lid and dispose of filter, oil, and coffee can as a unit.

Dick Dandois

FOR SALE: '64 Greenbreier, 4 speed, partly restored, too much for this old man. Around \$1250. Wayne (412) 882-2109.

FREE, COME AND GET 'EM: red, front buckets for '64 Corvair, good condition. Bob 481-5416.

FOR SALE: (in more detail in Oct. Journal -- this ad by phone message) 1960 four door. Bob 922-7229

FOR SALE: 1961 Greenbreier, white with red trim, camper unit from factory, 20,900 miles, been in storage. Don Harriger, Reynoldsville, Pa. (814) 653-8142

FOR SALE: 1965 Monza convertible, white top (good shape), ? miles, \$4000. (814) 781-7661.

FOR SALE: 1969 Corvair Monza coupe, 110/100, stored 10 years in barn, "needs lots of work" as per owner, extra parts including 4 speed manual transmission. Kittanning area. \$500. (412) 297-5896.

GREENBREIER CAMPER SIGHTING! Chautauga Lake, New York area. Supposedly customized interior (claimed only 30 made?) Apparently stored for some time. All info. is second or third-hand. Contact Dick or Marie Dandois at 726-5606. Latest story is that it is a rust-bucket.



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-8241

Membership Application

Last Name _____ First Name _____

Street Address _____ State/Prov _____ Zip Code _____ Country _____

Telephone Number _____ Occupation _____

Fee Schedule

- 1 year membership \$25
- 26 month membership50
- *1 year Canadian membership28
- *26 month Canadian membership56
- *1 year overseas membership39
- *26 month overseas membership76
- Museum Fund Donation min. \$1
- Racing Fund Donation min \$1

Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

Racing Fund

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

*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to: CORSA, Inc., P.O. Box 550, Midlothian, IL 60445-0550. There may be a four to six week delay before you receive your first "CORSA Communicator".

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

1. How did you hear about CORSA? _____
2. What is your primary interest in Corvairs? (Transportation, restoration, etc.) _____
3. How many Corvairs do you have? Running _____ Restorable _____ Parts cars _____
4. Are you a long time owner? _____ First time owner? _____ Previous owner who has reacquired a Corvair? _____
5. Approximately how many Corvair-miles do you drive in a year? _____
6. Do you do your own mechanical work? _____ Body work? _____ Major _____ Minor _____
7. What other cars do you own or use for daily transportation? _____
8. What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) _____

Enclosed is a current list of the CORSA chapters (over 120 throughout the world). If you would like further information on the CORSA chapter nearest you, please check the box and write the number of the closest chapter. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

I would like to be contacted by the closest CORSA chapter. I belong to # _____ CORSA chapter.
Sponsor _____ CORSA ID # _____

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.