

October, 1992

Minutes of WPCCC Meeting September 22, 1992

Officers Present: President, Wayne Jones; V.P., Don Baker; Treasurer, Carole Friend; Secretary, Pat Greenwald.

Board Members present: Sandy Artzberger, Dave Fabyonic, Bob McCune

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

The treasurer's report was read and approved. The September balance was \$1513.64. This includes money owed for the bus to Hershey. There are 77 paid members.

Old Business

Wayne Jones reported that four Corvairs made it to the All Chevy Show. Wayne also reported that the Make-A-Wish Hot Air Balloon Race at Hartwood Acres was a very nice event with ten Corvairs on display. He suggested that the club bring food and make the Balloon Race a scheduled club event next year.

Wayne introduced Bud Shrimpton, a visitor from Tyler, Texas, who is a member of the North Texas Corvair Association in Dallas.

Wayne announced that name tags are in the works. There will be a sample at the next meeting. The tag is round, has three colors, and will cost approximately \$1.50.

Al Friend suggested, that because of some problems with the person we were dealing with for club jackets, that we look for another source.

Dick Brier reported that the bus to the Hershey show is sold out.

Bill Artzberger informed the members that a group of parts manufacturers have formed a coalition to fight the bill to eliminate old cars from the road. Bill had survey forms to be filled out and mailed to the organization. This information will be used in the lobby against the bill. Vaun Hamlin added that he heard that owners will not be compelled to sell old vehicles, but titles will not be issued. Dave Lovejoy brought up the issue of violation of the 5th. amendment rights if owners are not compensated.

Bill announced that there is a work session at the new museum on Saturday morning; all are welcome. Plans are to have a room for club meetings set up and available soon. Plans are also in the works to have a display at the Science Center with an artist's conception of the museum. Bill would like to have an open house for the members. He suggested that one of the remaining meetings for this year be held at the museum.

New Business

Wayne asked for volunteers for a nominating committee for next year's officers. Al Friend volunteered if Dale Smith would help. Anyone interested in holding an office was encouraged to contact Al.

Al suggested that the club look into renting the pool at the apartment where Bob McCune lives for an event next year.

Bob Larison, Marie Dandois, and Al Friend had information concerning Corvairs for sale. Details to be in the next newsletter.

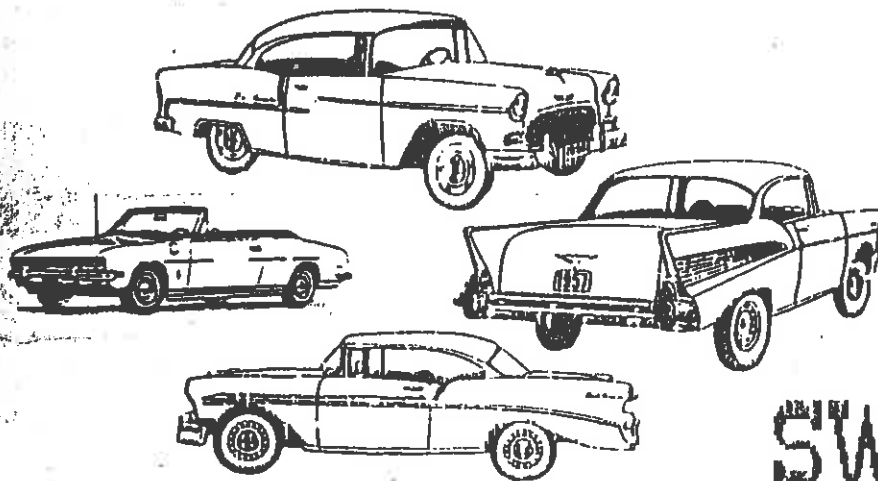
Wayne announced that a prize has been donated for the Parkway cleanup. If a minimum of ten people show up for the cleanup, a drawing will be held to determine the winner.

Bill Artzberger reported the results of a comparison test he conducted using a conventional spray gun and the newer, low pressure - high volume spray gun. His tests showed that the low pressure gun produced the same texture while using less paint and giving a smoother finish. Bill will demo the gun to anyone who comes to his garage.

Bill discussed "What makes a classic?" and passed around a list of classic cars.

The Tech Topic for the evening was 'distributors', conducted by John Sweet.

On a motion by Al Friend and a second by Bob Larison, the meeting was adjourned. Following adjournment, Dick Brier won the 50/50 raffle.



INDOOR

SWAP MEET

SUNDAY, OCT 25, 1992

South Park Museum & Ag Bldgs

8:00am - 4:00pm No Spectator Admission

Call (412) 831-1597 after 7:00 pm

PREZ SEZ

Well, the last highway pick-up was pretty good. We had over 10 people, so we had our drawing -- two tickets to a Steelers' game in November. The winner was Chuck Lucas. Now, don't you wish you had shown up?!? Odds were not bad -- so thanks to Dale for the tickets and to all the following:

The Dandoises
The Lucases
Tom Schiela
Vaun Hamlin
Pat Greenwald

Ray Horn
Dale Smith
Laurie Maglietta
Bob (Radiator Hose) Hieber
Bud from North Texas

and Wayne Jones

We have the Holiday party set up for Sunday, December 13, at Pauley's Lookout in Dravosburg -- so mark your calendar. Details will be in next month's Journal.

Also, remember new officers are needed for next year. Surprise yourself and volunteer to be an officer -- or director. Let's get new blood into the Club. We old people are getting tired, so give us a rest! Let us coast for a while and enjoy the fruits of other people's labor.

Thanks for holding the newsletter until I came back from a short vacation!

MAKE-A-WISH BALLOON DAY

The hot-air balloon festival on September 20 at Hartwood Acres was a great success for the Make-A-Wish Foundation, the balloonists and our Corvair Club.

We were very well represented by 10 beautiful Corvairs. It was the first time I had seen most of them. We were blessed with perfect, sunny, warm weather; and it looked like these meticulous Corvair owners had spent a lot of time shining up their beautiful cars. I'd like to thank our club volunteers who helped inflate my balloon. There was so much hot air, I had to use extra ropes to keep it tied to the ground!

We were entertained with country music all afternoon and were provided with a sumptuous feast of hamburgers and hot dogs (Make-A-Wish apologized that they didn't have something better for us).

Corvair owners present were:

Artzberger	Horn
Brier	Jones
Friend	Lucas
Greenwald	Rapp
Gundlach	Smith

Without cars:

Goehring
Swarz
Bud -- North Texas Corvair

Hot-Airingly yours,
Hal Goff

P. S. I really enjoyed the Happy Birthday serenade you gave me!

THAT LITTLE 1/8" GAS LINE

On the '68s, '69s and all-year Turbos (and perhaps others) you may have noticed the little 1/8" gas line coming off the fuel pump outlet "T" and going forward through the firewall. (It comes off a tap in the fuel filter on turbos.)

There is an element of risk involved here which may not be realized. This is a pressure line with a short section of slip-on neoprene (rubber) hose just forward of the firewall where you cannot see it. There is a similar flexible hose section on the larger suction feed line to the pump. (After all, the whole Corvair power package wiggles around on its rubber mounts and hard lines wouldn't work.)

THAT LITTLE 1/8" GAS LINE (continued)

If the larger suction line fails, due to age for instance, all that would happen is that air would be sucked in and the engine would be starved for gas. Ultimately the engine would stop. It's fail-safe.

However, if the small pressure line hose fails, gasoline will spray out and blow back onto the hot exhaust pipes and muffler(s). This event is dangerous! It is NOT fail-safe.

Your Corvair could go up in flames.

So check that hose. What did Chevrolet have in mind when designing things this way?

Logic suggests this return line can serve two purposes. One, it allows the pump to discharge its stored pressure back to the gas tank at shut-down thus not refilling whatever gasoline evaporates (boils?) from the carburetors. Perhaps this is emissions related.

The other purpose is that turbos and emissions-controlled, leaned-out '68s and '69s run hotter and thus are more susceptible to vapor lock. The return line permits a small, continuous flow of cool gasoline from the gas tank to pass through the pump suction line, thus, hopefully reducing the chances of vapor lock. Vapor lock occurs when the combination of low pressure on the suction side of the fuel pump combines with the high temperature to allow the gasoline in the line to boil. The fuel pump won't pump gasoline vapors. Newer cars avoid the problem by putting the fuel pump at the other end of the line, outside the engine compartment. Frequently they are inside the gas tanks themselves. This way they pressurize the line, preventing any possibility of vapor lock.

Mr. Bentwrench, John Moody
Group Corvair

FIVE YEARS AGO IN THE JOURNAL

Interesting items in the October, 1987, Journal included:

Jay Smith acquired his first Vair -- the '63 coupe. Bob Hieber gave a super tech tip on "O" rings. The Central PA Corvair Club's event proved trophy-worthy to four WPCC families. The Fallingwater trip was sensational. Clarion's Autumn Leaf Festival presented the Gundlachs with a third place trophy for "Blackie". Six late convertibles and the Smith's sedan carried homecoming kings & queens onto the CMU football field. A Gateway Clipper cruise hosted by the Rockhills rounded out a very active month -- five years ago.

Al Friend

FOR SALE

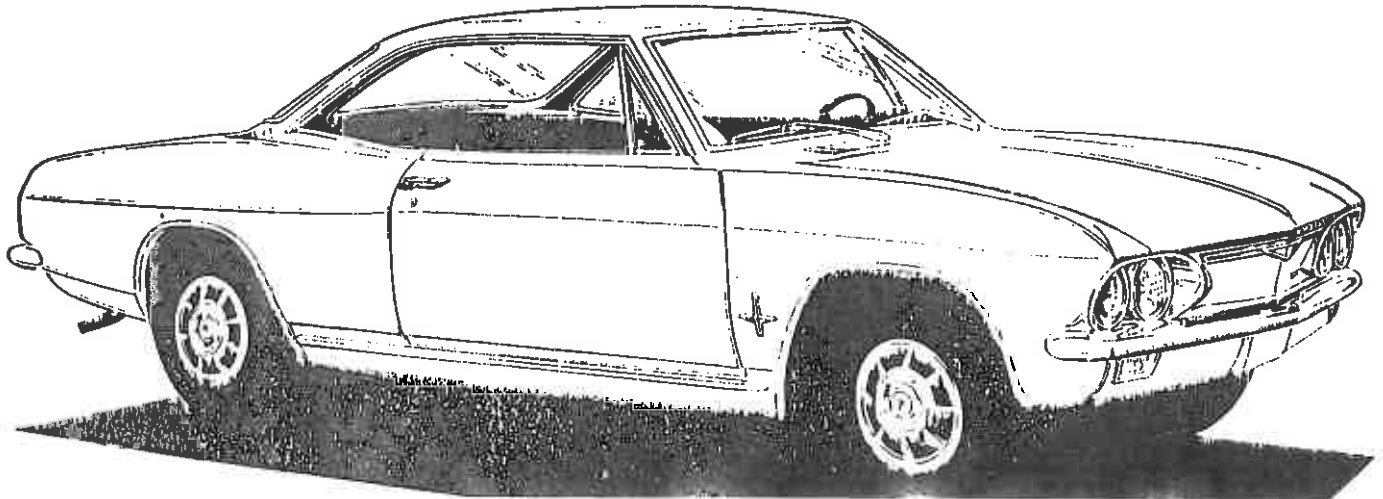
'63 Monza convert., red, 110/4-speed
814-724-3620

'66 Monza convert., (part of an
estate), red/red/brand new white top,
auto. Car in Etna

'64 Monza convert., maroon, white, white top,
wires, \$12,000 717-265-6641 after 5

Call Lil Grubisa 412-821-1559

'65 Corsa, 140/4-speed coupe Make offer
412-563-1190





1224 Oliver Building, 525 Smithfield Street, Pittsburgh, PA 15222
412/281-0967

September 10, 1992

TO ALL FRIENDS OF THE TRANSPORTATION MUSEUM:

This is a news update! Those of you who attended the Sewickley picnic or have helped move artifacts from Station Square know about our latest developments but we want to be sure that all friends of the Transportation Museum have the latest news!

DIRECTORS

G. Whitney Snyder

President

Mary Lu Denny

Secretary

V.H. Artsberger, Jr.

Arthur J. Brosius

Donald C. Burnham

Arthur L. Caldwell

Arnold G. Hall

Andy Hall

James G. Hellmann

Richard Jevon

B. Mellor

Robert

W. Smith

After two false starts, the Transportation Museum is firmly embarked on its exciting expansion project.

The Transportation Museum will move to and share the former Miller Printing Building (adjacent to The Carnegie Science Center and Kaufmann's warehouse on the North Shore) with the Carnegie Science Center.

The expansion will occur in three steps. We will start with some 20,000 sq. ft. and focus on automobile and roadway transportation. In the next step, we will occupy another 40,000 sq. ft. and include other forms of transportation. In the final phase, we will have about 100,000 sq. ft. in the building.

The closeness of the Carnegie Science Center offers a great opportunity to use transportation exhibits to interpret basic science and to complement the Science Center's mission. Capitalizing on this, we have modified our mission to:

"..illustrate and interpret the numerous ways in which different modes of transportation have applied scientific principles to advance the speed and economy of moving people, goods, and information from one place to another. A major goal is to stimulate the curiosity and imagination of visitors, particularly the young, to the wonderful world of applied science through which so many of today's commonplace activities are made possible. Where appropriate, Western Pennsylvania's involvement through technical innovation and industrial supply will be highlighted to enhance regional pride in contribution."

By using a wide variety of historic, current, and future transportation artifacts such as cars, etc. and related interactive, technical exhibits, the museum intends to show visitors how science has changed our past and will likely change our futures!

In keeping with the enhancement of our mission, we have elected to change our name to:

THE TRANSPORTATION AND TECHNOLOGY MUSEUM

NATURE OF EXHIBITS

During the first step of expansion, we will focus on automotive transportation because that's what many of us know best and many examples and artifacts are readily available.

Groups of four or five automobiles, old to new, will be selected to show the technological changes which are seen in types of vehicles such as economy cars, luxury cars, race cars, etc. Interspersed between these groups will be exhibits interpreting technical developments such as tires/wheels, lights, brakes, etc. This will start in a space of about 11,000 sq. ft. Another area of about 3,000 sq. ft. will be the entrance, a museum shop, and some introductory exhibits. A meeting area for "Friends of the Museum" and local clubs with related interests will also be included.

STEPS TWO AND THREE

As more space in the building is developed for public occupancy, exhibits will be created to incorporate all modes of transportation and to enhance the technological interpretation of past, present, and future transportation. During these expansion steps, we will devote significant areas to rail, air, and river transportation. Western Pennsylvania's people and industries have figured prominently in the technological development of all transportation and we now have the room to exhibit and describe their history.

TIMETABLE

You are probably wondering "when will this happen?" We would like to think of opening by January but it may take a little bit longer.

Four things must happen to enable us to open with phase one.

First, we need to raise the initial capital and our development committee has started its work.

Second, we need to remodel the entrance and rest rooms to accommodate the public. Design concepts and cost estimates are being worked on.

Third, we need friends of the museum to lend vehicles and appropriate artifacts for display. This committee is starting its work.

Fourth, we will need volunteers to help with clean up and renovations when we actually start work.

That's it for now. Stay tuned!!

Yours truly for an exciting addition to Pittsburgh,

The Board of Directors
The Transportation and Technology Museum

THIS IS AN IMMEDIATE & URGENT CALL TO ACTION!

At a legislative alert meeting held at CAR EXPO '92 on August 11 at the Reno Hilton, 200 meeting attendees heard some alarming news.

Guidelines currently being written by federal and state agencies threaten the existence of the restoration industry. Many of these efforts include federal regulations to promote "retirement" of older cars.

Both the federal and state agencies need to be made aware of the size and economic impact of the restoration industry before these regulations are enacted. WE MUST ACT NOW!

The first step is to measure the considerable size and the economic impact of all areas of the restoration industry - the professional restorers, the manufacturers and suppliers, and the hobbyists. Complete the following survey ASAP.

Concurrently, a "President's Council" meeting has been set for Saturday, October 17 at the Westin O'Hare in centrally located Chicago. Car Club Presidents, other restoration organizations, and state councils are urged to attend. Call 1-800-CARS-166 for more information.

Return this survey to Restoration Industry Legislative Coalition, 10400 Roberts Road, Palos Hills, IL, 60465, or FAX (708)598-4888. Complete only the sections of the survey that apply to you. If you need more surveys, call 1-800-CARS-166. Again, RESPOND QUICKLY! All answers will be kept in strict confidence, and used for the purpose of presenting statistical industry information to lawmakers.

PROFESSIONAL RESTORERS - Complete this section if you make your living restoring automobiles _____

1. How many people do you employ? (include yourself) _____
2. How many customers do you serve on an annual basis? _____
3. What are your annual sales? _____
4. How many jobs do you complete per year? (Example: 12 cars, 3 engines, 5 upholstery jobs, etc.) _____
5. What is the dollar volume you spend annually on tools, supplies, machinery, etc.? _____
6. What markets do you serve? (Example International, national, state, local, etc.) _____
7. To what automobile associations, clubs, etc. do you belong? _____

SUPPLIERS/MANUFACTURERS - Complete this section if you supply goods and/or services to the restoration industry _____

1. How many people do you employ? (include yourself) _____
2. How many customers do you serve on an annual basis? _____
3. What are your annual sales? _____
4. Do you export? _____
5. If you export, what percentage of your annual sales volume is this figure? _____
6. What is the dollar volume you spend annually for tools, supplies, machinery, etc.? _____
7. To what automobile associations, clubs, etc. do you belong? _____

HOBBYISTS/COLLECTORS - Complete this section if you are a collectible car hobbyist/owner _____

1. How many cars do you currently own? _____
2. What percentage of restoration work do you do yourself? _____
3. On an average, how much money do you spend annually on a restoration project? _____
4. On average, how many suppliers do you work with on an annual basis? _____
5. To what automobile associations, clubs, etc. do you belong? _____
6. How many miles per year do you drive your automobile(s)? _____

Your Name _____

Company Name _____

Address _____

City, State, Zip _____

Phone Number _____

FAX Number _____

Mail or FAX to Restoration Industry Legislative Coalition, 10400 Roberts Road, Palos Hills, IL 60465 - Call CAR EXPO at 1-800-CARS-166. FAX (708)598-4888.

Returning this survey will help give old car enthusiasts a voice in the reg/neg process.



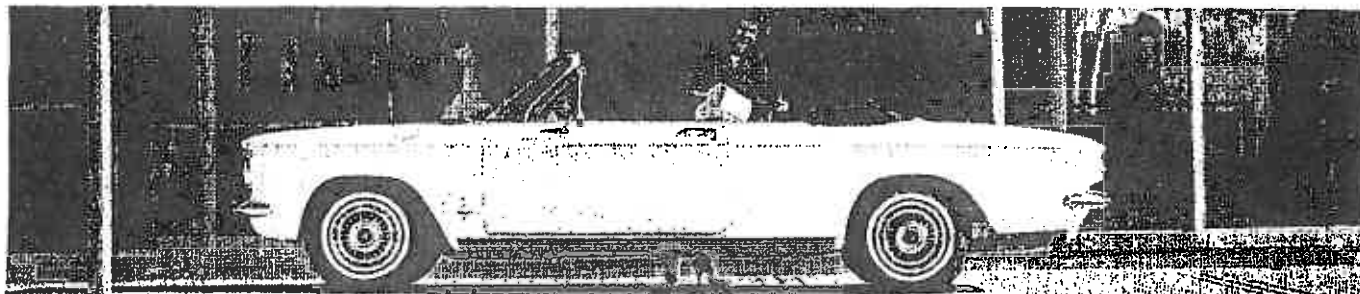
CORVAIR MONZA

goes around curves like a corner in town

The '63 Corvair Monza will dig in and go through just about anything but your pocketbook, whether you're on maneuvers in the country or just making the rounds in town. It delivers more traction because the engine's in the rear (and this makes steering feel a lot lighter, too). Another nice feeling: the bumps don't get past Corvair's stable independent suspension with a husky coil spring at each wheel absorbing anything a road can throw at it.

In fact, all you ever do feel is great. Practical, too, because Corvair's air-cooled six-cylinder engine needs no water or antifreeze, and its self-adjusting brakes save you time and money. There just isn't another production car made in this country quite like Corvair. Try it at your Chevrolet dealer's just for fun. That's what we built it for! . . . Chevrolet Division of General Motors, Detroit 2, Mich. **CHEVROLET** Keeps Going Great

Shown above is '63 Corvair Monza Club Coupe; below is the '63 Corvair Monza Convertible; both have optional extra-cost outside rearview mirror.



Betty Skelton (above) is internationally famous as a pilot and car driving record holder, but she still appreciates how the Corvair turns heads as readily as it handles

curves, how it runs up hills but not upkeep bills, and the way it parks so easily. Cross-town or cross-country, a Corvair Monza can brighten every corner in your day.