

September, 1992

Minutes of WPCC Meeting

Aug. 25, 1992

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

Board Members present: Bill Brill, Dave Fabyonic.

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

The treasurer's report was read and approved. The August balance was \$515.14.

Old Business

Vaun Hamlin gave a synopsis of the meeting at Art Klos's.

Wayne encouraged as many people as possible to help with the September 26th highway cleanup. Starting time is 8:00 am.

Wayne reported that the six people that attended the train ride had a terrific time.

Wayne encouraged members to try to make the Make-A-Wish Hot Air Balloon Race at Hartwood Acres. Those bringing a Corvair for display will get a free lunch.

Al Friend reported that the monthly fee for the smaller room that we are now using for meetings is \$15.00, and we have no kitchen facilities.

Bill Artzberger spoke about the Museum's move from Station Square to the old paint plant on the North Side. He asked for suggestion for the use of the 100,000 sq. ft. of new space.

New Business

The September event is the All Chevy Show. Details are in the Newsletter.

Al Friend reported that Dick Brier has sent in the deposit for the bus to Hershey on October 10th. Due to the strike, we can not use the Pittsburgh newspapers to advertising the bus trip. Irene needs all the information on the trip so that she can send it to people who went on the bus in the past years. Al volunteered to put the information in the Latrobe Antique Car Club newsletter. Cost of a seat on DeBolt Bus Lines "Super Bus" is \$25.

Al informed the members of "Cruise Night" at McDonald's in the Greengate Mall on August 26th. He also passed around a flyer

concerning an Antique Car Show in Greensburg on September 20th. A flyer was also passed around for the Monroeville Rotary Club Car Show at Gateway High School on September 13th. Don Baker announced that the next car cruise at Chili's will be September 6th.

Wayne remarked about the great success of last month's meeting and asked for ideas for other "special" meetings. He suggested a picnic meeting at Hannastown. Vaun suggested Freedan's Roast Beef Dinner on the second Sunday of October.

Jean Brill informed the members that Alice Miller is home after having her gall bladder removed.

On a motion by Vaun Hamlin and a second by Don Ross the meeting was adjourned. Mimi Stokes won the 50/50 raffle by drawing her own number.

PREZ SEZ

Would someone, or a lot of someones, let me know what the Club wants to do -- or expects -- and believe me, we, the Club, will do it!

We had a day at the drags -- 2 people showed up. We had an autocross, don't think anyone came. We had a train ride & lunch, 4 of us had a great time. Attendance at the parades should have been better. September car show at Century Square -- registration as of September 8, 0. This is real participation! And frustrating as hell! Seems every year, activity attendance just goes down. Sure glad next year's events are not mine. Hope the new officers and board have lots of luck.

Remember, September 26 Parkway clean up. We have one helluva bribe! We are going to have a drawing. You must be there, plus we must have 10 people. Some people would come close to killing for this prize. If we don't have 10 people, "no drawing". And if this is the case, when it is disclosed in next month's Newsletter what it was, a lot of people are going to be kicking themselves in the ass for not making themselves available for the chance.

If there is a little sarcasm in this, "IT WAS MEANT TO BE".

Wayne Jones

CORVAIR 1 - GROUNDHOGS 1/2

'Twas a pleasant Sunday, and the Corvair cruise was coming to an end. What's this? A groundhog taking his/her constitutional in the middle of the road? Typical pedestrian! Or perhaps someone had rattled his/her brain, for there is not the slightest concern shown about "Goldie's" (our '68 Ash Gold convertible) approach. Narrow road, blind curve, no berm, no place to go but astraddle! Please Chuckie -- duck! Not enough -- 13" tires make for low clearance ----- all over for Chuckie.

"Goldie" purred on and sort of shrugged. Corvair 1 - Groundhogs 0.

But what's this strange odor that teases our nostrils at the next stop sign? Could it be gasoline. Oh, well -- probably a loose fitting on a carb; or did Chuckie get the supply line?

CORVAIR 1 - GROUNDHOGS 1/2 (continued)

Onward! It's only a couple of miles to home, and no one smokes.

Home Sweet Home. Carb supply fitting tight, no leaks. Is the radiator leaking? No radiator -- so it must be gas puddling on the blacktop! Chuckie is laughing up a storm -- hole in gas tank! Corvair 1 - Groundhogs 1!

Couple hours and many words later, tank is empty enough to apply "Permatex" gas tank repair. Cross our fingers and bless all Groundhogs.

Another day. Perhaps luck has changed. Patch looks good, won't pry loose, at least not easily. Add some gas, check the patch -- dry as the desert. Corvair 1 - Groundhogs 1/2.

WANTED -- One (1) solid, rust-free, gas tank for a '68 Corvair.

Dick & Marie Dandois

DETROIT HOMECOMING
(Chevybusiness/Vaircation)

Many of you may remember the good times and generous hospitality that we have enjoyed at the Wild and Wonderful West Virginia shows of the past. Transfer that same friendly hospitality to the midwest, and you have the Detroit Area Corvair Club Homecoming. Dale, Jay and I have a new Corvair adventure to add to our repertoire. The show in Detroit provided us an opportunity to take a few days of relaxation enjoying the Lake Erie Islands (where we honeymooned a few moons ago), and to visit the home base of a couple of factories we represent. We had a fair quantity of "business stuff" we had to transport, so Dale felt he would prefer to trailer the Corvair for space, comfort and safety. All those Saturdays at the Museum freezing and working paid off with connections made to a trailer that worked superbly. The Corvair trunk held all our baggage -- thank goodness for the soft-sided luggage of the '90's. The car trailed beautifully.

The Homecoming was held at a moderately-priced, beautiful hotel near the Interstate. The Detroit Area Club is apparently as scattered geographically as we are, so this helped their membership for traveling. One of their members arrived on Thursday night to greet us and any other early arrivals. The show actually started on Friday morning with an excellent tour of the GM Proving Grounds. Their original plan to tour Willow Run was sabotaged by GM. It was shut down for retooling. They had so many participants that the tour was run at two separate times. Almost all the people drove their Corvairs to this event.

The 100 or so Corvairs filled the large parking lot. By Saturday, the Club had annexed the adjoining restaurant lot as well. The Swap Meet had 10 vendors, with a wide variety of Corvair parts and memorabilia. We made a couple of unique purchases.

The Club had a fun-run which we missed for a unique reason. We had planned to go with a couple from the Canadian Club, but the keys got locked inside their running Saturn! It took some Corvair ingenuity to get that solved.

The Club had a fine and generous hospitality suite going all the time. The hotel had no restaurant, but the deli they spread out at lunchtime was fantastic. The cold drinks, snacks and beer were available all afternoon and evening.

DETROIT HOMECOMING (continued)

The show judging was all People's Choice by registered participants. There were so many cars in each class! There were four rampsides -- all in excellent condition. There were customs that would catch Ralph Nader's eye. One was a shortened wheelbase early convertible I would have sold Dale to have. Besides the real beauties, there were shined-up drivers!

All day Saturday a smoker was going out back to Roast Ralph. The banquet was the roasted pig we had smelled all day. The awards were held outside with a well-orchestrated drive-by to present trophies. The Club had a few special trophies for unique cars as well.

This was one of the best Corvair events we ever attended. The people from the Detroit Club were very gracious and hard-working. We are hoping to mark this event on our own calendar for next year. Join us?

Ellen Smith

SEPTEMBER 20, MAKE-A-WISH, HARTWOOD ACRES

We look forward to having lots of Vairs join us for the car display which will be a part of this fun, worthwhile afternoon.

The display area will be roped off, and there will be lots of entertainment all afternoon, as well as food.

The hours are 12-6 with the balloons taking off at 5:30. This should be a real fun day with all proceeds going to a worthwhile cause.

Hal Goff

CORVAIRS FOR SALE

'63 Corvair (700) repainted Champagne Gold with Clear Coat, 34,000 miles; 80 hp, int. original & excellent cond. 6M wire covers; excellent mech. cond. & can be driven anywhere. Phone 203-348-2167 after 6:00 p.m. or write Ken Izzl, 114 Soundview Court, Stamford, CT 06902 \$3,200 or BO

1965 Red coupe, 110 hp, auto, inspected, runs good; 1968 White coupe, auto, no engine but assorted parts from disassembled engine, \$1,100 for all -- 412-295-3126 Freeport, PA

'65 conv., 95 hp PG. Restoration started, no ambition to finish. Good black int. out of car, roof off. Asking \$800 but willing to talk. Dick Hochburg, 604 Moonstone Drive, Allison Park, PA 15101 412-486-0277

TECH TIPS

Universal U-Joints

If you are out in the boondocks where they can't even spell CORVAIR and need a U-joint, you might look at this. There is a U-joint used on many Chevrolets and other cars that fits the Corvair just fine. It has trunnions about 1/8" longer than the Corvair part, but the overall distance across the trunnions is the same and the diameters are identical. It fits fine and supply houses carry them.

TRW's number is 20049, instead of 20026 that is listed for Corvairs. It cost \$3.00 less when I bought mine.

John Osburn, SDCC
Tailpipe Tatler

REPLACING LATE CORVAIR TURN SIGNAL SWITCHES

When replacing a turn signal switch on a late model Vair, the shop manual says to cut the harness wires and then splice them after they are fed through the steering column housing opening. I use a method that I feel is simpler and easier, plus it retains the original stock appearance.

It is possible to remove the individual wire terminals from the connector block; feed the terminals and their wires through the opening in the steering column housing opening and then reinsert the terminals into the connector block.

The wire terminals are held in place by two tabs (one on each side) that engage the connector block to prevent the terminal from coming out of the back (wire side) of the block. There is a tab on the bottom of the terminal that prevents it from coming out the front (terminal side) of the connector.

To remove the terminals from the connector block, insert a thin, narrow, stiff piece of metal, such as a small jewelers screwdriver, etc., into one of the two small rectangular openings alongside each terminal when viewed from the front of the connector. Insert the tool until it touches the step molded into the connector block that engages the terminal tab (about 1/4"). Carefully pry the tab toward the terminal, repeat on the opposite side of the terminal. The metal is thin and bends easily -- don't overdo it, as they must be bent back later. Carefully pull and wiggle the associated wire; the terminal should now slip out of the connector block; If it does not, try bending the tabs a little more. Continue until all the terminals are removed from the connector.

If you identify one of the outer wires and its corresponding hole in the connector, replacement is easy, as the wires and holes are in order. To be doubly sure, do the old connector first, using the new one as a guide when reassembling, then the new, using the reassembled old one as a guide. Doing the old one first also gives practice before you mess with the new one.

To reassemble, insert the terminals into the proper opening after carefully bending the retaining tabs out sufficiently to engage the connector block, then the terminal is reinserted. Again, do not bend the tabs too much, as the metal is thin.

It should be possible to apply the basic method to other connectors, but I have not done so.

Richard L. Dandois

REPLACING LATE CORVAIR RADIO SPEAKERS

A late model Corvair's front radio speaker can be replaced with a 6 X 9, or similarly sized, late model speaker while maintaining most of the original appearance.

We obtained two 6" X 9" GM replacement speakers from J. C. Whitney. I am sure there are other sources. We purchased two, as they listed different magnet sizes. However, while the magnets are of different diameters, the depth of the assemblies is the same and either one would work. Remember the original GM radios require 8 Ohm speaker coils -- most new ones seem to be 4 Ohm. The shape of the magnet and its mounting preclude using the original mounting arm. I used a piece of aluminum (1/8" X 6" X 2") to replace the original cantilever arm. The non-magnetic aluminum avoids magnetically coupling the speaker magnet to the car body. A 1/4" X 20" clinch nut was used in place of the original nut, but any number of methods would work as well, or better. I found it necessary to bend the front lip of the mounting bracket down to permit the cantilever arm to lay approximately flat and to provide enough

REPLACING LATE CORVAIR RADIO SPEAKERS (continued)

depth to mount the replacement speakers. A thinner speaker (I have since seen some that claimed to be 8 Ohm compatible) might not have required this disfiguration.

I drilled a second hole in the cantilever arm to match a hole in the original bracket for a second mounting bolt to prevent side-to-side movement. A plastic lid from a peanut butter jar pop riveted to the arm provided a non-magnetic holder that was an almost perfect fit for the speaker magnet.

We took the easy way out (sorry about this, Larry), and cut the original speaker cone and magnet supporting frame out of the rectangular plate with a power nibbler. Any competent tin bender (I'm not one!) could fabricate a decent duplicate for the original. I mounted the replacement speaker on this, dropping the new speaker through the resulting 6" X 9" opening -- it saved a fraction of an inch in mounting depth. The rubber cushions and attached cloth cover were reattached to the mounting plate with plastic rubber.

After remounting the speaker and radio (it still fit!), you can't tell the difference from normal observation. Of course, if you crawl under the dash and poke around a bit, it does look a little strange; but I'm not that much of a purist!

Richard L. Dandois

FIVE YEARS AGO IN THE JOURNAL

The September 1987 event was a guided tour of beautiful Fallingwater, followed by dinner at Smitty's overlooking the "mighty Monongahela River". Bob Donnelly and David Redding were the chairpersons for this fun event.

Wayne and Jane Rockhill were busy planning a Gateway Clipper cruise for our October event.

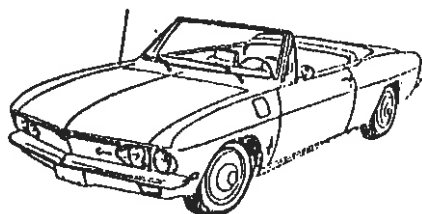
Kennywood 1987 featured 19 beautiful Corvairs on parade, including Frank Collingwood's custom late model pick-up. Also on hand were Vairs from the Erie and West Virginia chapters.

Al Friend

REMINDER

Some of you newer members may not be aware that in Portersville (northern suburban Pittsburgh) we have an excellent Corvair parts supplier of new and good used product. John Sweet, a member of WPCC for years, has even added a mobile home across the back of his building as a warehouse and display room. John also does mechanical work in his shop -- excellent work. All who know him will attest to his fair, honest value pricing. Before shopping out of town, call John Sweet at 368-3922, or go by and renew the friendship.

Dale Smith



CORVAIR
by CHEVROLET

Thank You, Walter Kidde & Co.

Jim Bartasevich

The story you are about to read is true; not even the names have been changed. It started innocently enough: a ride to our favorite ice cream stand. It ended well, too. But in between the beginning and the ending were some tense moments.

It was an early Sunday evening in June. I decided to take my daughters Kate and Meg for a short ride in my Spyder convertible through the town of Perinton with our destination being Abbott's Frozen Custard stand on the Erie Canal in Bushnell's Basin. We started our drive and all was well for about 3/4th of our trip. Then I started noticing the odor of burning rubber. It was a distinct smell; not a hot brake or hot oil odor but burning rubber. I had the top down so I thought it may be coming from traffic in front of us. Stopping at a traffic light, the smell was gone, but only temporarily. It began again as soon as we were under way. My first thought was the rear tires. They were on my new wheels and there was barely enough fender clearance. But it just didn't add up: how could there be that much play in the suspension? Anyway, we were only a mile or two from Abbott's and I would check things there.

I parked in my usual place; meaning I parked as far from other vehicles and the "door flingers" as possible. As the kids ran into the store, I walked around the Spyder and checked the tires. They were OK; no fender rubbing here. Then I opened the engine compartment. Nothing, but the burning rubber odor was still there. I then got down on my hands and knees to look under the drivetrain. There it was; a ball of orange flames about the size of a cantaloupe, lazily consuming my heater hose! A fire! In my Spyder! Holy you-know-what! (Expletive deleted)

After I saw those flames dancing around in the heart of my car, I moved, and I mean *moved!* I flung open the trunk, grabbed the fire extinguisher, and aimed it at the flames. Two squeezes on the extinguisher trigger and the fire was out in a few seconds.

When things cooled down after a few minutes, I pulled down the remains of the heater hose. The kids, of course, wondered where I was and came looking for me. But it was all over by then and we had our ice cream, although I don't remember much about that since my mind was in the parking lot with the car.

After we got home, I did a thorough inspection and there was no damage, except to the heater hose. And you thought all that would happen if the heater hose contacted the starter terminals would be that it would discharge your battery. Think again.

Fortunately, there is nothing combustible in that part of the car. However, the rubber gasoline hose connecting the steel line from the tank to the steel line that is in the engine compartment is next to the heater hose where it enters the lower shroud. If the car had been parked and the hose burned down that low... I don't want to even think about it.

All that evening, I was checking the Spyder every 15 minutes to make sure nothing was smouldering in an area I couldn't see. I was *hyper* with a capital H for a *long* time.

Here are some observations as a result of my brush with disaster:

1. **If you don't have one, get a fire extinguisher for each of your cars, right now. Stop reading this and go get one!** They cost only about \$10. Is your car worth that? Get a multi-purpose dry chemical type. They are rated with a number before the letters A, B, and C. A is for ordinary combustibles such as paper, wood, etc. My extinguisher is rated 1A because the dry powder (sodium, ammonium, or potassium bicarbonate) is not that effective on that type of fire. Water is better. However, it is rated 10 B and 10 C, the B and C

classifications designating that it is effective against flammable liquid and electrical fires. The larger the number, the greater capacity the extinguisher has and the larger the fires it can handle. Generally, the higher the rating, the physically larger an extinguisher is as well. My small one has about 2 1/2 pounds of dry powder that is forced out by dry nitrogen gas.

Halon is also a type of extinguisher available. It is used extensively in protecting large computer systems because it leaves no residue. However, it is a fluorocarbon which damages the ozone layer in the upper atmosphere and it evaporates very quickly. When it evaporates, your protection against re-ignition evaporates as well. With the dry chemical, it coats everything and reduces the chances of the fire igniting again. The powder doesn't really make much of a mess. It can be brushed, vacuumed, or hosed off. A little white powder is better than a lot of charred metal.

2. **Make sure your heater hose is physically secured or insulated.** Late models have a steel loop attached to the body that holds the hose away from the starter. The earlier use a foam rubber sleeve about six inches long that is supposed to be positioned on the hose where it is next to the starter. My car didn't have the sleeve. In addition to buying a sleeve from Clark's Corvair Parts, I'm also going to cover the wiring end of the solenoid with a piece of heavy inner tube, held in place with some plastic wire ties. Just in case, mind you; I want to enjoy my ice cream.

Can you guess what I did the first thing the next day when the stores opened? You're right! I bought another one of Mr. Kidde's Spyder savers.

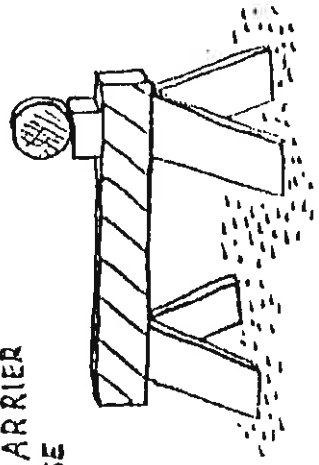
SEPT. 92

SEPT. 92

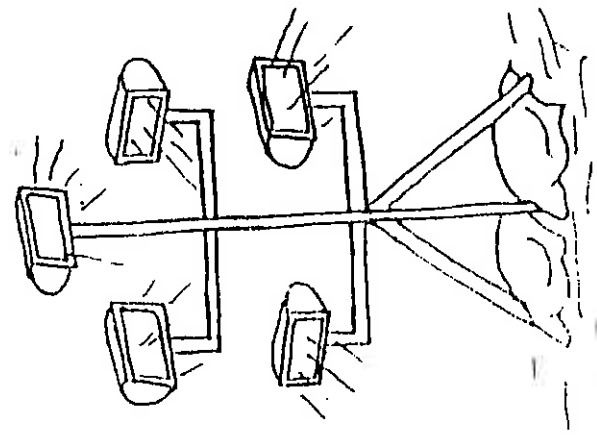
WELCOME TO PENNSYLVANIA

THE STATE WHERE EVERY HIGHWAY EVENTUALLY NARROWS TO A SINGLE LANE OR IS DETOURED

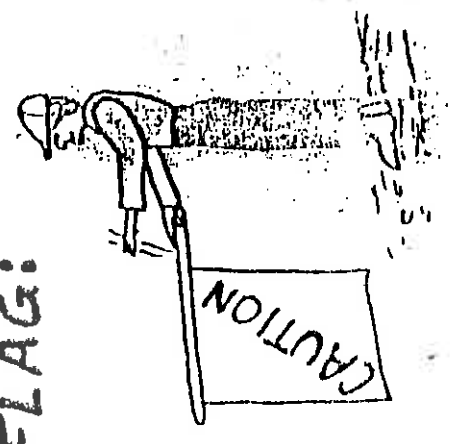
STATE ANIMAL:
THE BARRIER HORSE



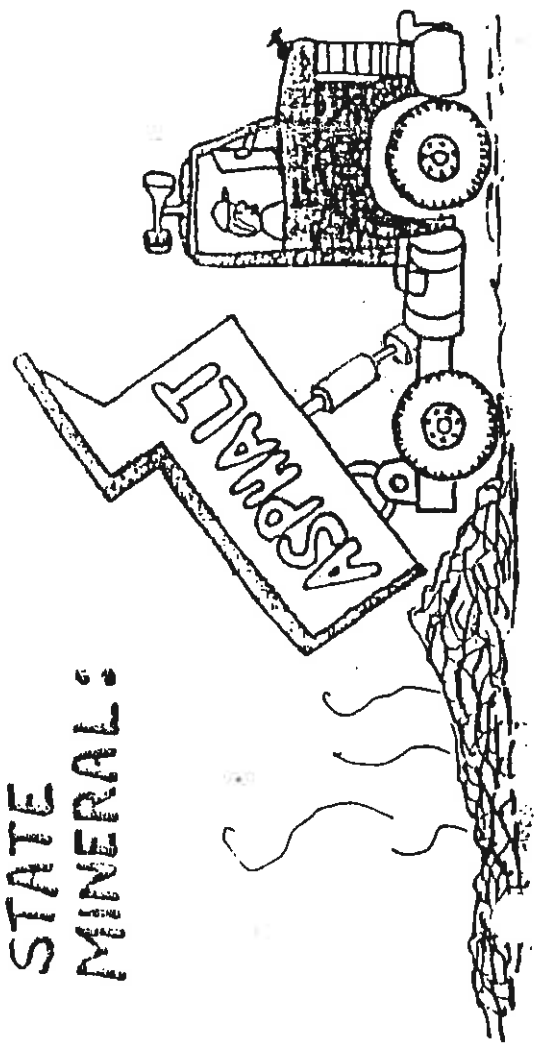
STATE TREE:
THE NIGHT LIGHT STAND



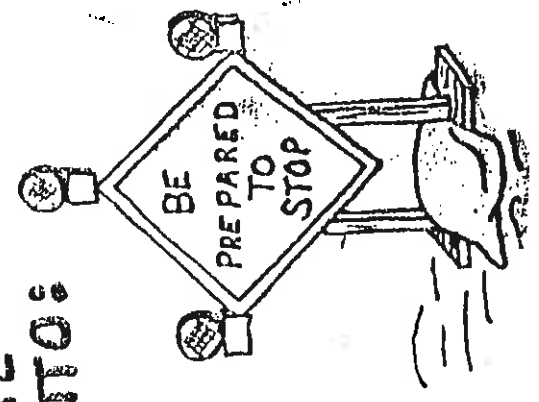
STATE FLAG:



STATE MINERAL:



STATE MOTTO:



SEPT. 92