

AUGUST, 1993

AUGUST MEETING

REMEMBER, the August meeting will be held during the 20th Anniversary week end. THERE WILL NOT BE A MEETING IN AUGUST AT THE CHURCH IN MONROEVILLE.

Please take a moment and send in your form for the 20th Anniversary event. These are urgently needed so that plans for the various activities can be accomplished. For your convenience, we have reprinted the Registration Form on the back page of this Journal. PLEASE TAKE TIME AND DO THIS NOW. THE COMMITTEE NEEDS TO KNOW HOW MANY TO EXPECT.

OPPORTUNITY

Clark's Corvair Parts had a promotion with some paper work which the Club had to fill out. We took care of all of this and, in appreciation, Clark's has provided the Club with six complete sets of new catalogs. These are an absolute must if you are attempting to work on or restore your car. The catalogs contain new parts, used parts, high performance parts and extensive technical suggestions. There are four books in the set. These sets are available to the first six people who send me a check made out to WPCC in the amount of \$4.00. I'll get the books to you. Again, there are six sets, and the total price, including shipping, is \$4.00. Clark's has offered this opportunity to the Club to make some money, and we appreciate it. If you want to be sure there's still a set available before you send your check, you may call me at 563-4047 or 561-2456. We'll hold your set for two days after your call.

Dale Smith

STEEL CITY CLASSICS SHOW

Please remember to send in your registration for the Steel City Classics Super Chevy Show Sunday, September 12. This has always been a terrific event and has a "Corvair only" class. Again this year, we will plan on having dinner as a group after the Show.

SUMMER ANECDOTE

Just as Jay was deciding that Dad really might not be an idiot, disaster struck. One night the phone rang, "Dad, the MG won't start, it's dead". (Well, of course it was, it has water in it.) Knowing our combined mechanical abilities, I elected to go to his rescue with one of the cars with a phone, as opposed to the trusty Lakewood. When I was told the symptoms, I told the boys, "Push me up that big hill, then run. We'll push start it." Well, they did — four times, but it never quite started. With a sheepish grin I suggested they do it a fifth time and assured them the car would start. After they panted up the hill in 85° weather, we tried again — this time with the ignition on! Oh, well!!! Dad's back to being an idiot — but I did pay for his new solenoid.

Dale Smith

MAKE-A-WISH FESTIVAL

Our Corvairs are invited to the Make-A-Wish Foundation Hot Air Balloon Festival at Hartwood Acres on Saturday, September 18, 1993. A roped-off area and soft drinks will be provided. Some other car clubs may be there, too. At noon, there will be games, craft booths, food booths, petting zoo, clowns and stage entertainment. At 3:00, there will be tethered balloon rides (weather permitting). At 5:00, there will be 30 hot air balloons participating in a mass launch for a balloon race.

In order to get free admission, you must either have a pass or be able to talk your way in. Call me at 653-6061, and I will send you one.

Hal Goff

FOR SALE

1968 award-winning Monza sport coupe, 95 hp, auto, Palomino Ivory exterior, gold original interior, 26K miles, new radials & new battery. Always garaged, covered since completely detailed. Best offer over \$6,500

Bob McCune 856-9393

'67 Monza hardtop, 140/4-speed, former well-known show winner -- custom paint & interior

Rich Panizza 776-5313

1962 Corvair Monza Coupe, auto, less than 60,000 original miles, red exterior/black interior, in dry storage since 1978, bias ply tires, rust around gas filler door on left front fender, dent (no rust) on right rear fender

Doug Sherman 215-692-3574

'63 Spyder Convertible, black, 4-speed, new exhaust, viton "O" rings & considerable mechanical work \$2,000 complete

Charlie O'Hare 831-0571

HOT TIP

If any of you have small, or even medium sized, annoying dents you would like to get rid of without having to have paint work done, the Smiths strongly suggest you call the ad below. Shortly after Jay got the MG, he was hit in a parking lot. We took the car in to these folks, and they did a magnificent job -- made the dent disappear and did not touch the exterior paint surface. I strongly recommend you give these folks a try. As critical as I am, they made me happy, and they were most pleasant to deal with.

Dale Smith

## AUTOMOTIVE PAINLESS DENT REPAIR

by The Dentist

A unique process that removes Small Dents & Door Dings Without Painting

- Eliminates paint mismatch
- Keeps paint original
- Most repairs done in less than one hour
- Keeps your car looking it's best
- Low cost, a fraction of insurance deductible
- Already being used by new & used car dealers

CALL TODAY FOR MORE INFORMATION

(412) 341-3368 · (412) 341-DENT

Charles Shane

A.K.A.  
The Dentist



REMINDER

REMINDER

REMINDER

REMINDER

REMINDER - If you plan to attend the Twentieth Anniversary Event - YOU MUST MAIL THE REGISTRATION FORM AND YOUR CHECK TO CAROLE FRIEND BY AUG. 18th. The registration form was attached to the June Journal and is reproduced in this Journal.

Even if you are not attending the dinner and/or cruise - you still must mail the registration form to Carole. We need to know how many of you to prepare for at each attraction, and how many cars to prepare for each day, etc. etc.

Many thanks to Wayne Jones for the beautiful printing, at the right price, and to Brian (Bear) Smith for the extra folding and stapling of the June Journal.

P.S. IF YOU PROCRASTINATE PAST THE DEADLINE, AND THEN DECIDE TO ATTEND, GIVE AL OR CAROLE FRIEND A CALL. CANCELLATIONS ETC. MAY STILL ALLOW YOU TO ATTEND. SEE YA AT McDONALDS IN YOUR WESTERN DUDS!

## SCHEDULE OF EVENTS

## The Western Pennsylvania Corvair Club

### SATURDAY, AUGUST 28th (Country Western Theme)

- 7:30 Drivers meeting in McDonald's lot.
- 8:00 Departure Time
- 11:00 Purchase train tickets at station.
- 11:15 Train pulls out. (Take a light lunch to eat on train.)
- Noon Park Ranger guided tours & trolley rides.
- 1:00 Depart Orbisonia for Bill Swigart's Museum.
- 1:30 Bill Swigart shows us through his famous museum.
- 3:00 Lodge or motor Inn check in. .
- 4:30 Ho Down dinner, entertainment, and prizes under the Marina tent.
- 6:00 Free time to enjoy the resort.
- 9:30 Back under the big top for Bill Artzberger's "Old Car Slide Extravaganza"



## Twentieth Anniversary Event

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## CENTRAL PENNSYLVANIA A D V E N T U R E

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August 28 - 29, 1993

## The Western Pennsylvania Region

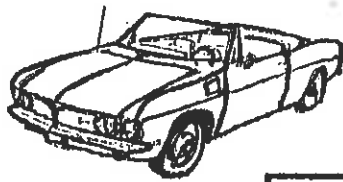
### SUNDAY, AUGUST 29th

(Fabulous 50's and 60's Theme)

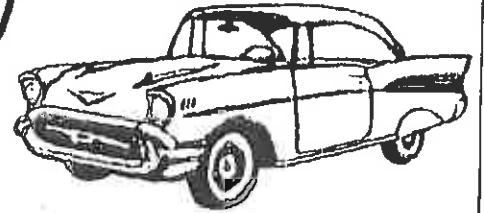
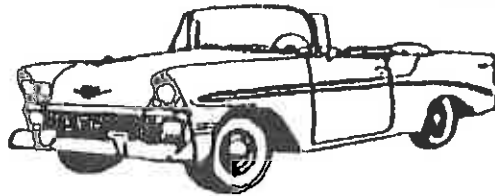
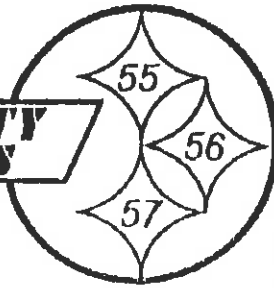
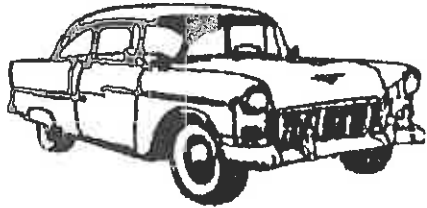
- 7:30 Drivers meeting in McDonald's lot.
- 8:00 Departure time, or wake up time.
- 11:00 Anchors away for a rockin two hour brunch cruise with entertainment and prizes.
- 1:15 Departure for Evergreen Farms.
- 2:00 An incredible one hour plus tour of the largest and cleanest dairy farm in Penna. Our guide will be owner Wayne Harpster.
- 3:30 Homeward bound, or free time to enjoy many other local attractions including the Indian Caverns.



## August Overnight Tour



**CORVAIR**  
by CHEVROLET



# ALL CHEVY SHOW

## SUNDAY SEPTEMBER 12, 1993

**HILLS DEPARTMENT STORE PARKING LOT**

**CENTURY III - WEST MIFFLIN**

Registration 9:00 am - 1:00 pm

Registration Fee \$5.00

Open to all Chevrolets, 1974 and older

All welcome ... Cars, Trucks, Stock, Modified

Trophies awarded for each category

There will be NO parts vending

Vehicles must be registered by 1:00 pm - Awards at 3:30

Kid's MODEL CAR SHOW - 16 and under

For Information Call: (412) 276-0384 or (412) 469-3659

### ALL CHEVY SHOW REGISTRATION FORM (PLEASE PRINT)

Make Checks payable to Steel City Classics, Inc.

Mail to: Ray Ford - 701 Prestley Ave. - Carnegie, PA 15106

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

Steel City Classic Member? Yes  No

*Steel City Classics use only:*

Class \_\_\_\_\_

Reg. # \_\_\_\_\_

Year \_\_\_\_\_

Model \_\_\_\_\_

Stock  Modified

# Is the government going to own your car?

**T**hat daily trip to the mailbox is something that everyone does without thinking. But one day you may find an official looking letter stating that you are breaking the law. Your crime? The government has discovered that you own a pre-1980 car or truck! You are informed that you must deliver all of your "clunkers" to a recycling site within 14 days. A copy of this letter was sent to a law enforcement agency to monitor the destruction of your car and to punish you if you don't carry out the demands of the letter.

While this may simply seem like a far fetched story, this could be exactly what happens to you in the future if you don't take steps to fight this now! If you happen to own a "non-road worthy" vehicle in Kentucky, it's already happening. The government is already starting to control the car hobby in various ways.

Air pollution was not a top priority forty or fifty years ago, but with the growing concern about the environment people have been pressuring politicians to find ways to reduce smog. In turn, politicians have been putting pressure on companies to eliminate pollution. While large corporations with manufacturing facilities and other industries are responsible directly or indirectly for tons of pollutants getting into the air, they also have a lot of money and power.

## *Cars Crushed*

For example, the government and Unocal Oil Corporation of San Pedro, California got together and worked out a proposal so that Unocal could delay implementing required smog controls on its refineries. Unocal proposed that they would buy pre-1971 vehicles that were being used as transportation (and could be verified), pay the owner \$700 and crush the vehicles to get them off of the roads. The reasoning behind this was simply that the smog that Unocal was making was offset by getting these cars off the road. Between June and October, 1990, Unocal bought and crushed 8376 vehicles. How many of those cars were rare cars in the hands of "non-collectors" or were cars that had many of the parts someone needed to finish their restoration project?

There are basically three major kinds of air pollution, unburned hydrocarbons (HC), carbon monoxide (CO) and

nitrous oxides (NOX). Older cars do generate HC and CO emissions, but usually are not too bad on NOX. Programs such as Unocal's did reduce the HC and CO emissions but did nothing to solve Unocal's NOX problem.

Years ago, to try to control pollution, bureaucrats decided to control hydrocarbons (HC) emitted in vapors of benzene, kerosene, gasoline and the partial burned fuel in automobile exhaust. Because of this, vapor recovery systems were introduced and catalytic converters became mandatory. The converter was installed to oxidize the incompletely burned fuel in the exhaust. Hydrocarbons are burned but the converter also acts as a catalyst of sulphur which is found in all gasoline. As fuel is burned, this sulphur turns into sulphur dioxide which in turn becomes sulphur trioxide. When water is added (which is another result of gasoline combustion), the sulphur becomes sulfuric acid. Next time you are behind a car breathing "rotten eggs", think about how much the quality of our air is going to be improved with those "clunkers" gone.

California's South Coast Air Quality Management District gave the Unocal program enthusiastic support as did many newspapers. Columnist John Lynker, Scripps-Howard New Service, wrote, "Many experts think it would be prudent for lawmakers to take a long, hard look at methods to get people out of old cars and into the newer, cleaner ones." This challenge was quickly picked up by politicians.

## *CAFE Standards*

The government has been trying to reduce our dependence on imported oil by imposing corporate average fuel economy (CAFE) standards on auto manufacturers. CAFE standards force auto manufacturers to produce more fuel efficient cars which are sold in the U.S. If a car falls below certain minimum fuel mileage averages, the manufacturers must pay a fine of \$50 for every mile below the standard for each car sold. If the car gets better mileage than the standard, the manufacturer gets a credit that can be used in future years if the mileage drops below the target figure. Saving those credits is very important to the manufacturers because it allows flexibility in meeting the federal standard.

After the CAFE standards were set, politicians really got into the act. Although there have been many bills introduced targeting old cars as the major cause of pollution, it

was a bill proposed in 1990 by Senators William Roth (Delaware), Robert Kasten (Wisconsin) and Steve Symms (Idaho) as amendment S.2237 to the Motor Vehicle and Cost Savings Act which set the car collecting industry on edge. This bill was known as the Roth Clunker Bill and would have given the U.S. automakers a CAFE credit for any pre-1980 car traded in on a new, higher gas mileage vehicle. To qualify for this credit, the vehicle would have to be registered and on the road for the previous year. In a letter from Senator Roth, he explains "My legislation would give the manufacturer the opportunity to obtain credits in a new way and at the same time save the consumer money. For example, if the manufacturer sells a car averaging 40 miles per gallon to someone trading in a pre-1980 model car averaging 10 miles per gallon, the manufacturer would receive a 30 mile per gallon credit. To receive the credit, he must DESTROY the pre-1980 car and pass on the value to the customer. At \$50 per mile, the value of the credits in my example would be worth \$1500 to the consumer." Fortunately, the Roth Clunker Bill didn't pass, but for every bill like this that has died, two have taken its place.

## *Bush Endorses "Cash for Clunkers"*

On March 18, 1992, President Bush and his administration endorsed the EPA's "Cash for Clunkers" program which allows states and industries to buy old vehicles, take them off the road and use the pollutant reductions to satisfy clean air standards. In other words, a factory can buy the parts car you need to complete your future show car (which will rarely be driven) so they don't have to do anything about the fact that *their* factories are polluting the environment. After all, if you were in politics, would you want to upset high powered corporations with a lot of money behind them or a bunch of car collectors and poor people who can't afford a better car?

After Bush came out in support of this program, reporters questioned administration officials. They acknowledged that the improvement in the air quality would end up being mostly a wash. Daniel Becker of the Sierra Club responded, "It's a scheme to let polluters buy and junk clunker cars and continue to pollute as much or more than the car would have polluted."

President Bush and the EPA are quick to point out that this program is voluntary. How quickly will this program become

mandatory? While the administration is working out ways for the factories and other polluters *not* to have make the long term investments necessary to clean up the environment, the government is overlooking the effects of this program on other industries.

For example, if the only cars available to people are 1981 and up cars, are most people going to be making car payments because they need transportation to get back and forth to their jobs? Are car payments going to replace buying houses, appliances, furniture, or saving money for their children's college education? How about the companies that manufacture and sell parts for older vehicles? Are all of those people going to be out of work because their companies have been destroyed by the government? If all of these businesses are closed, dealers are going to be the only place you can get parts. What price are you going to have to pay for those parts? Are you only going to be able to get your car repaired at a dealer because all of the repair shops have been closed? If you are able to hold on to one of your collector cars, are the parts going to be so expensive that your car will eventually become a "clunker"? After all, most of the junk yards will be closed because older cars have been crushed. Smaller businesses like auto repair shops, parts businesses and machine shops employ more people than those employed by new car automakers in the United States and Japan combined. Is our economic condition stable enough to think about putting millions of people out of work?

### ***Auto Manufacturers Wants Program***

The Big Three auto manufacturers are behind this program because they state that more jobs will be created from the sale of American made vehicles. Many people in the U.S. will continue to buy foreign cars because of the perceived lack of quality and durability of American made cars. The next questions is how many cars are *really* built in America? According to *AutoWeek Magazine*, March 16, 1992, a third of Chrysler's cars and light trucks are not manufactured in the U.S., while General Motors is the largest American auto importer. Our new cars are built in Korea, Mexico and Canada. If you don't believe this, take a look at the cars in your dealer's showroom!

### ***Safe Disposal***

Normal attrition is getting the majority of these cars off the road anyway due to rust, accident damage or simple neglect. Is the government causing more problems? These cars must be disposed of in an environmentally safe way and this isn't going to be cheap. For example, one quart of motor oil can pollute 250,000 gallons of drinking wa-

ter. Millions of batteries improperly disposed of will expose the environment to tons of lead and millions of gallons of sulfuric acid. Tires will end up somewhere by the millions. Will this "little detail" be forgotten in the rush to crush cars? If programs such as these are going to be instituted, the cars should HAVE to be polluters. Every program should HAVE to measure emissions before vehicles can be "crushed for credit". This is going to cost money, but how can a company fairly be given a pollution credit if the car could pass an emission test? Most collector cars have been so meticulously maintained or restored that they would pass emissions tests the first time out. These programs have a great potential for fraud, so who is going to "police" them?

### ***States Beginning Clunker Program***

The Cash for Clunkers program is rearing its ugly head in state after state. Louisiana has already instituted a clunker program (in spite of significant opposition from the public). U.S. Generating Company in Delaware plans to buy and scrap 125 pre-1975 models. The Tulsa, Oklahoma area is the site of MERIT, a plan which scraps pre-1975 cars. Illinois does not have specific plans at this point, but they are working on a vehicle scrappage program as are many other states. These programs are government sponsored or sanctioned and there are more planned from state to state. Eventually industries will have to meet the federal standards. The costs five or ten years down the road are going to be even more expensive.

If the government can't get your car this way, they are going after it other ways. How about higher gasoline taxes? Is the registration fee on your car going to be so high that you can't afford to keep the car? That is already happening in states around the country, so be prepared. Many local governments are already targeting unregistered and registered cars parked on private property (no matter if they are in an enclosed garage or driveway). They may be removed against the owner's will. There have already been several instances where cars have been seized from private property and have been destroyed.

### ***Collector's Cars Destroyed***

There is a car collector in San Bernardino County in California who knows what it is like to fight the government. Jim Phillips had a collection of 120 Corvairs with at least one of each body style for each year the car was made from 1960-1969. The cars were confiscated for a zoning violation (the zoning was changed from Manufacturing to Commercial/Service three years ago and Jim had been in this location for 10 years). Al-

though Jim had the cars neatly parked behind a seven foot high fence with a 24 hour watchman on site, an anonymous caller said this was a "public nuisance". (Bets are being taken that the anonymous caller was a real estate developer who had plans for the intersection next to Jim's storage yard). During the hearing at the Hazardous Materials Section of the San Bernardino County Health Department, the head of the three man hearing board announced, "We are here this morning to determine who to send the towing bill to". At the last count San Bernardino had taken 100 of Jim's cars with him having to pay thousands of dollars of court costs.

On February 21, 1992, the Kentucky General Assembly passed a bill as a revision to the Solid Waste Management Laws. If a "non-road worthy" vehicle is found, the owner is notified that the Campbell County Water Rescue Unit is authorized to obtain a release from the owner, remove the car (free to the owner), take it to a staging area and then sell it to the highest bidder. The money is kept by the Kentucky EPA and the Water Rescue Unit. If the owner does not give up the car voluntarily, he must pay for the removal of the car and all court costs. Not only do you get to have your car taken away, you get to pay for it too if you protest!

You may think these things can't happen to you, but you better wake up because you find your collector car or truck in a stack waiting to be crushed. When one Roth Clunker bill fails, others are there to immediately take its place. If that isn't enough, there are bills in Congress trying to prohibit the manufacturing of replacement parts for vehicles made before 1980.

### ***Stay Informed***

Len Athanasiades, President of Year One, Inc., a supplier of Chrysler and GM muscle car parts, has been the prime mover against these proposed programs. Year One employees have become active in this program because the majority of them are collectors. They have used their energies and Year One's financial resources to put together several information and petition packages which have been sent to car collectors all over the country.

Year One is a member of ARMO (Automotive Restoration Market Organization) which has been meeting with SEMA (Speciality Equipment Market Association) as a way to get organized to make our presence known. You can keep up with per legislation by contacting SEMA at 714-370-0289 to request a copy of their quarterly Legislative Report. This report is thorough and lists NAMES of the elected reps who are responsible for different laws so you will

know who to call in your state about pending legislation. At the CAR EXPO '92 in August, legislation was the topic of conversation. A survey was included in the September 17, 1992 issue of *Old Cars Weekly* from the Federation Industry Legislation Coalition, 110 Roberts Road, Palos Hills, IL 60465. The survey is divided into questions for professional restorers, suppliers/manufacturers and hobbyists/collectors. If you would like to participate, call 1-800-CARS-166 for a copy. The information will be kept in strict confidence and will be used to provide statistical industry information to lawmakers.

Many states have formed area car club councils to work on these problems. The World Organization of Auto Hobbyists (WOAH) c/o Eric Baltzar, Box 1331, Palm Desert, CA 92261 (619)-346-1984, has been formed to become the watchdog and information hub concerning all issues pertinent to collectors. WOAH is serving as the national coordinator for all of the area car club councils. There is no cost other than the price of the phone call and the willingness to share information. Here are some of the car club councils that have been formed:

Council of Area Car Clubs (Indiana) Jim Friddle, 219-484-7019; Carolina Car Club Council (North and South Carolina) Mike Grosso, 803-899-5890; New Hampshire Mustang Club, Karin Helm, 603-472-8054; Colorado Car Council, Barry Abels, 303-935-6662; C.A.R.Z. (Citizens Against Repressive Zoning), Jack Down, 2510 Haslett Road, East Lansing, MI 48823; Connecticut Council of Car Clubs, Doug Anderson, 203-647-1113; North Nevada Car Council, Laura Lee Evans, 702-673-1843; Arizona Auto Hobby Council, Jeannie Heater, 602-897-2458; Pennsylvania Car Council, James V. Robinson, 717-232-3545; Wisconsin Auto Club Association, Dick Dorsey, 414-589-4652; Association of California Car Clubs, Jack Passey, 408-728-4736; Utah State Car Council, Dave Pedockie, 801-467-7083; Texas Vehicle Council, Tom Reese, 214-625-2161; AZAHC, Joe Saringer, 1809 E. Kathleen, Phoenix, AZ 85022; South Nevada Car Council, Jim Sohn, 702-458-9146; Central New York Car Club Coalition, Dick Spring 315-468-5327; Association of Car Clubs of Kansas City, Dennis McKinny, 816-373-6546; Wichita Car Council, Reed Mitchner, 316-686-7605; Washington State Car Club Council, Robert Kubeck, 206-235-4867; Antique Vehicle Club of Mississippi, George Tribble, 601-372-1661; Multnomah Hot Rod Council, (Oregon) Dick Larowe, 503-695-2571; Georgia Association of Motor Clubs, Steve Rinaldo, 404-578-0251. If there isn't a car club council available in your

area, form one! We need to get organized before it is too late.

### *What can you do?*

The most important thing is to do something! Don't wait around for someone to take your car before reacting. (1) Start a petition (2) Tell everybody about this - numbers count (3) Call radio and television stations (4) Have a car show dedicating it to the "clunker" issue to gain more media attention (5) Send copies of everything you can find to your local newspaper (6) CALL AND WRITE your elected officials numerous letters! You are one of the people that put them there and you can remove them! If you don't know who your elected officials are on a national level, call your local library or newspapers for their names, telephone numbers and addresses. On the state level, call the Secretary of State's office. (7) Call the White House Comments Office (202)-456-1111 between 9 am-5pm EDT and tell them that you are against the EPA "Pollution Credit for Clunker Plan". (8) Call and write the EPA in Washington

### *Tips for dealing with your lawmakers*

(1) Pick up the phone and call them (2) The person answering the phone probably won't know what you are talking about but tell them to inform the elected official of your call and your views (be nice). When they get enough calls, they will bring it up to their boss (3) While you are on the line, ask to speak with the "Environmental L.C." This is another staffer who keeps up with environmental issues for his/her boss, so be sure to get their name. Explain your position. When they try to downplay your concerns, remind them nicely that you are a VOTER and mention how many people are in your club or attend car shows, etc. Numbers mean a lot to an elected official. (4) Follow up with a written note to the elected official - make the letter personal instead of a preprinted letter (5) Write about one topic at a time (6) In your first sentence, state your support or opposition to a bill or issue so it comes through loud and clear (7) If you are referring to a bill, make sure you have the right title, bill number, etc. (8) State your case clearly (9) WRITE and CALL. This process will cost you about 20 minutes and \$10 at the most so do it! The format you need to follow may go something like this:

### *Your Script*

"My name is \_\_\_\_\_. I am calling because I am concerned about some proposed laws that deal with the scrapping of older vehicles as a solution to the problems of pollution. I am a car owner and collector and I know that my vehicles are maintained in

excellent mechanical and operational condition and are rarely driven. My time and money have gone into restoring these vehicles which I use for pleasure rather than daily transportation. I am against any legislation that scraps, restricts or taxes older vehicles or that provide incentives to industry or states to scrap older vehicles (such as bills S2237, S1220, S326 and the "Cash for Clunkers" program). I believe that allowing industries to gain pollution "credits" for scrapping cars rather than cleaning up their own pollution is wrong. Scrapping of older cars will not solve our pollution problem and I urge you to consider my opinions when you decide how to vote on such issues."

### *Finally*

(10) Do something! Time is running out! We are fighting a lot of major corporations and industries such as the auto manufacturers and scrap metal industry. Remember, they are going to benefit from this while we suffer. (11) If you are not willing to stand up and start fighting right now, take a picture of your car(s). It may be all that you have left!

## Want to know more?

*Year One* has been one of the driving forces behind trying to inform hobbyists about pending government programs. If you want to learn more, *Year One* is offering several packages of information and petitions to collectors. To cover shipping and handling, please send \$5.00 to:

## YEAR ONE

I N C.

### CHRYSLER & GM MUSCLECAR PARTS

P.O. Box 129 404-493-6568  
Group LAP92 404-496-1949  
Tucker, GA 30084 (24 hr. fax)

Be sure to include Group LAP92 on your request.

The most important \$5.00 you'll ever spend!



WARRIOR ST. JOURNAL AUG 93



CHEVROLET MOTOR DIVISION  
General Motors Corporation

- OK Satisfactory
- X Needs Attention

# Corvair Diagnosis Check List (Engine Fume Odors)

Dealer  
File  
Copy

Owner's Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_

Serial Number \_\_\_\_\_  
 Mileage \_\_\_\_\_  
 Date \_\_\_\_\_

This check list is provided to assist in diagnosing the causes of any reported fume odors in the passenger compartment of 1961 through 1969 Corvair models.

If any of the items on the check list require adjustment, repair, or replacement, refer to the referenced pages of the March, 1971 issue of Chevrolet Service News and/or the appropriate Corvair Service Manual.

It should be noted that the sections entitled "Cylinder Head and Gaskets" and "Exhaust System" are concerned with possible sources of fume odors which can contain carbon monoxide, a poisonous gas.

## Cylinder Head and Gaskets

Refer to pages 3 and 4 of the March, 1971 issue of Service News for the test procedure.

### 1. Cylinder Head Gasket Leak Test

LEAKS NOTED

Cyl.# Left Bank	Cyl.# Right Bank
2. _____	1. _____
4. _____	3. _____
6. _____	5. _____

## Exhaust System

Refer to pages 4 and 5 of the March, 1971 issue of Service News for the test procedure.

- 1. Leaks at Exhaust System Connections
  - Manifold to cylinder exhaust sleeves
  - Manifold to exhaust pipe
  - Exhaust pipe to muffler
  - Muffler to tailpipe
- 2. Tailpipe Mispositioned
- 3. Exhaust Pipe and/or Muffler and/or Tailpipe Deterioration
- 4. Engine Shield to Body Seal Leaks
- 5. Leaks in Lower Body Panels and/or Floor Pan

## Oil Fumes

Refer to pages 5, 6 and 7 of the March, 1971 issue of Service News.

- 1. Oil Leaks
  - Rocker cover gaskets
  - Rocker arm stud and push rod tube seals
  - Oil filler cap
  - Oil pressure sending switch
  - Crankcase cover gaskets
  - Oil pan gasket
  - Front and rear crankshaft seals
  - Front and rear housing gaskets
  - Oil filter and generator adaptor gaskets
  - Engine oil cooler and adaptor gasket and seals
  - Cylinder to crankcase gasket

## Oil Fumes (Continued)

- 2. Crankcase Vent System
  - PCV valve or restrictor orifice clogged
  - Crankcase oil separator (between crankcase and crankcase cover) clogged
- 3. Crankcase Overfull

## Fuel Odors

Refer to pages 8 through 12 of the March, 1971 issue of Service News.

- 1. Fuel Spillage on or Around the Vehicle
- 2. Fuel Line Leak
- 3. Fuel Line Connection Leak
- 4. Carburetor Vapors
- 5. Fuel Tank Vapors
- 6. Improper Carburetor Adjustment
- 7. Poor Carburetor Maintenance
- 8. Fuel Pump Leak
- 9. Excessive Engine Heat

## Miscellaneous

Refer to pages 12 and 13 of the March, 1971 issue of Service News.

- 1. Leaks in the Heater Intake and/or Outlet Hoses and/or Connections
- 2. Heater Housing Leaks

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Itemized Repairs  
shown on R.O. # \_\_\_\_\_

Date \_\_\_\_\_

Inspected by \_\_\_\_\_ Date \_\_\_\_\_

Dealership Name \_\_\_\_\_

Address \_\_\_\_\_

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