

JUNE, 1993

Minutes of WPCC Meeting

May 25, 1993

Officers Present: President, Don Baker; Vice President, Ray Horn; Treasurer, Carole Friend; Secretary, Pat Greenwald.
Board Members Present: Dick Dandois, Vaun Hamlin, Wayne Jones, Bob McCune, and John Sweet.

The meeting was called to order by President, Don Baker. The minutes of the April meeting were approved as printed in the newsletter. The treasurer's report was read. The balance was \$451.54. On a motion by Vaun Hamlin and a second by Ray Horn, the treasurer's report was approved.

Old Business

Don reminded everyone that name tags are available.

John Sweet spoke about the Central Pa meet in Strasburg on September 11 and 12. He had fliers to pass around.

The June meeting was to have been a "special" meeting in the South Hills area. Since Laurie was not at the meeting, Don asked members to check for details in the June newsletter. If nothing could be set up, the meeting would be at the church as usual.

Vaun discussed the July 5th events. Parades in Brentwood and Cannonsburg will be followed by a picnic at Settlers Cabin Creek.

Bill Artzberger reviewed the week long activities of this year's Vintage Grand Prix. He said they are again looking forward to having the Corvairs in the car show on Saturday. Don discussed some of the changes in the way things are set up this year.

Jean Brill reviewed the details of the August 8th Hannastown event. She needs to know how many tickets to buy and how many are coming to dinner. A sign-up sheet was passed around.

Al Friend thanked those who had already made reservations at the lodge for the August 28-29 "Anniversary Event." Rooms held for us will be released to the public on August 9th.

New Business

John Sweet reminded Corsa members to vote for board members by June 1st.

Bill Artzberger informed the members that Don Ross was very ill.

Bill will be teaching a class on Antique Auto Restoration through

the Community College of Allegheny County. Classes start June 7.

Dave Fabyonic reminded the members that we need to reapply for our meeting room on June 8th. Dave and Don will handle this.

Concerning Senate bill 387, Vaun recommended that letters sent to representatives be original and individual to have the best effect. Vaun also sent a letter to the president of the Legislative Council recommending that they join COVA.

Bill reported that the museum is back at square one looking for a home since the Carnegie changed its mind and is not going to use the Miller building after all.

On a motion by John Sweet and a second by Ray Horn, the meeting was adjourned.

**NEXT MEETING
TUESDAY, JUNE 22**

7:30 p.m.

**OLD COUNTRY BUFFET
GREAT SOUTHERN SHOPPING CENTER**

ROUTE 50, BRIDGEVILLE

257-0160

(KIRWAN HEIGHTS EXIT 13 I-79

RIGHT AT LIGHT - THEN

2ND LIGHT ON YOUR RIGHT)

HEARTBEAT '93

The Corvaire Heartbeat '93 is now a pleasant memory which 19 WPC members enjoyed. Those people and families attending were the Dandois, Bob Donnelly, the Friends, the Goffs, the Goehring, the Gundlachs, Ray Horn, Dale Smith, Jay Smith and the Sweets. We had a great turnout for a fantastic event.

Two of our members successfully captured three of the available trophies. John Gundlach's beautiful '66 Corsa earned a much-deserved 2nd place trophy in the Late Open Class. Jay Smith's excellent driving, combined with physical prowess, earned him a second in the Funkhana. Jay also captured a first place award for his '69 Corvaire model.

The Mid-Ohio Vaer Force did a great job on this event, combining lots to do with your Corvaire with a fun-packed week end. Those of you who missed this one really goofed. A word of caution for future events -- if Al Friend trots up and asks you to help judge, be careful. Naw, I didn't have to climb under any cars -- just all of them!

FROM TIDEWATER CORVAIR CLUB

As we use our little gems daily on the streets the paint can't help but accumulate chips from stones as well as from hard headed bugs. Sometimes, especially during the winter season, we have a tendency to neglect these chips. When we get around to it in the spring, rust has formed. It won't do much good to apply a touch-up paint over the rust. Nor will sanding out the rust from a small chip be the answer. I use muriatic acid to etch the rust out and it works exceptionally well. It is available at building supply stores for two or three bucks a gallon. Use caution and put on your safety goggles when applying the acid. A toothpick or small plastic bristle brush works well. Agitate the surface with the end of the toothpick, not letting it dry out. When clean, it will look like grey primer in the hole. Then flush thoroughly with water. Towel dry, then air dry. Apply primer to the bottom of the chip. A toothpick can also be used for this. Finally, apply the touch-up paint. Be careful to keep the paint within the confines of the chip. A broadly applied brush stroke that extends over the edges will look worse than the chip did. Having four daughters and a wife, I have no shortage of fingernail polish bottles around the house. I use them for touch-up paint. Throw in six to ten BB's to aid in mixing the paint before each use. I even keep one bottle with muriatic acid in it for touch-up work. A couple of additional comments about the acid. Don't worry about what runs over the paint. It won't hurt it. Be very conscious about where else the acid will be going (such as body seams). Protect your concrete. This stuff will bore into it like a rock drill. Short term contact to chrome doesn't seem to mark it. Let's get them prettied up guys!

SUMMER'S HERE!

Mr. Techwrench

REMINDER

BRENTWOOD JULY 4 PARADE -- MONDAY, JULY 5. PLEASE BE IN POSITION BY 9 A.M. BROWNSVILLE ROAD & SANKEY AVENUE, BRENTWOOD, PA.

CLASSIFIED

'79 Toyota -- excellent runner with abnormally solid body/frame. New clutch, new water pump, good tires plus studded snows on rims. 4-cylinder/manual/AC that blows cold.
Inspected to 4/94 \$995 Bob 831-0202



412-368-3922

NOW is the time to get ready for summer. Make your appointment now for tune-up, resealing, engine detail, etc. John Sweet 368-3922

corvaire parts
All Models N.O.S.
New and Used
Buy -- Sell -- Trade

'69 Monza 140, 4-speed, good interior \$800
John Sweet 368-3922

John Sweet

R.D. #2, Box 352

"THE CENTRAL PENNSYLVANIA ADVENTURE" update

As of May 26, seventeen rooms have been reserved at the lodge by members of the two clubs. The good early response has been very helpful, and I do not think that they will pull the remaining 23 rooms early. They have, however, imposed an August 7 deadline. Any unreserved rooms will be forfeited on that date. Please reserve your room if you are not one of the 17.

Event applications and instructions will be included with next months newsletters.

The Harpsters, owners of Evergreen Farms will be joining us for dinner on Saturday.

It was very timely of Pennsylvania Magazine to run these articles! Our group rate on the train is \$7.

EAST BROAD TOP RAILROAD
Huntingdon County, Rockhill Furnace
17249; (814) 447-3011

Operates a 10-mile, 50-minute roundtrip through the farmlands and rural communities of the Aughwick Valley.

Now registered as a National Historic Landmark, the East Broad Top is one of the oldest narrow gauge railroads in the country. It originally hauled coal from the mines of central Pennsylvania to Mt. Union, where the load was transferred to standard gauge cars for shipment on the Pennsylvania Railroad.

The East Broad Top operated until 1956 and went into service in 1960 as a passenger line using the original Mikado 2-8-2 locomotives that hauled the coal. The train consists of both open and closed passenger cars, a luxury coach and a caboose. A Fall Spectacular is held Columbus Day weekend.

Location: U.S. Rte. 522 north of Pennsylvania Turnpike Exits 13 or 14. Station is near Orbisonia at Rockhill Furnace, about two blocks off U.S. 522.

Fare: \$7.50 adults and \$5 children.

Schedule: Saturdays and Sundays June through October at 11:00 a.m., 1, 2:15 and 3:00 p.m.

Facilities: Gift shop, picnic area, refreshments, restrooms. Pets allowed on trains. Staff provides assistance with wheelchairs. Grounds include locomotive roundhouse and "Armstrong" turntable.

ROCKHILL TROLLEY MUSEUM
Huntingdon County, Rockhill Furnace
17249; (814) 447-9576 weekends and
(215) 965-9028 weekdays

Operates a museum of trolleys with a two-mile trip located next to the East Broad Top Railroad. Fall Spectacular Columbus Day weekend (higher fares).

Location: U.S. Rte. 522 north of Pennsylvania Turnpike Exits 13 or 14. Station is near Orbisonia at Rockhill Furnace, about two blocks off U.S. 522.

Fare: \$3 adults and \$1 children under 12.

Trolleys leave on the half-hour 11:30-4:00 on Saturdays and Sundays, Memorial Day weekend through October.



Traveling in Pennsylvania is now more fun than ever!

Every issue, *Pennsylvania Magazine* highlights interesting people, places and events throughout the state.

With the color-coded, regional calendar of events, you can easily drop-in on community activities such as a county fair, folk festival, quilt show and sale, or chili cook-off, when traveling around the state.

The travel features in each issue allow you to travel with confidence to selected locations around the state, or simply leave the car at home and tour by armchair.

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Pennsylvania Magazine
Box 576, Camp Hill, PA 17001-0576

THE TRANSPORTATION & TECHNOLOGY MUSEUM

1224 Oliver Building ♦ 535 Smithfield Street ♦ Pittsburgh ♦ Pennsylvania ♦ 15222
412/281-0987 Fax 412/281-8815

May 18, 1993

Dear Friends of the Museum:

As you may recall, about a year ago the President of the Carnegie Institute invited us to move our small museum at Station Square into their newly acquired Miller Printing Building across the street from the Carnegie Science Center. Because this building would provide us with upwards to 100,000 square feet and, more importantly, because of its proximity to the Science Center which would complement our operation and vice versa, we accepted. The fact that the Science Center attracts in excess of 700,000 visitors a year was, of course, a major contributing factor.

Our acceptance was made with the understanding that we would obtain our own tax free museum status and that we would raise the funds necessary to put the building into compliance for our own use. It was further understood that we would assume full responsibility for the operation of the museum and that, in effect, we would simply be a tenant whereby the monthly lease payments would be net of our investment in the building (leasehold improvements).

Consequently, we did obtain our legal tax free status and proceeded to determine the costs to renovate 53,000 square feet of the building. These costs escalated to \$3.8 million because of the enormous work required to meet various building codes and because of the Carnegie Institute's stipulation that we meet certain quality standards for the building renovations as well as for the displays themselves.

In view of this \$3.8 million capital requirement, we felt compelled to again ask the Carnegie Institute to agree to an understanding that at some future date, our museum and the Science Center would become a single entity. We simply did not feel justified in commencing a fund-raising program which would largely benefit the Carnegie Institute by such an infusion of cash into their building without their long range commitment for joint participation.

DIRECTORS

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Idy Hall

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Richard Jevon

Jess B. Mellor

W.D. Roberts

Larry Smith

Joshua C. Whetzel, Jr.

Unfortunately, the Carnegie Institute was unable to agree to such a commitment for what I believe to be good and just reasons. Their current financial obligations are great as are their commitments to other current and future museum projects which demand the full attention of all of their people.

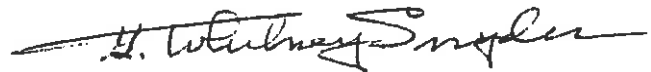
As regrettable as their decision may seem, I do understand the reasoning behind it and we are at least grateful for the free storage of our artifacts to date and for their having encouraged us to obtain our own tax free status (501(c)3).

As of this date, there are at least six other sites we shall evaluate at once. Our resolve to create a quality transportation museum in the area is greater than ever and we shall do so as soon as possible within the framework of prudent business judgment.

We are currently developing the criteria to be used as guidelines for the benefit of a site selection committee which is in the process of being formed. Meanwhile, if you happen to have knowledge of an available building in the area of 30,000 square feet or more which is reasonably close to one or more other activities which attracts the public, I will be pleased to hear from you.

We are truly grateful for your confidence in us and in the prospect that we can make this happen. We shall do everything possible to not disappoint you.

Sincerely,



G. Whitney Snyder
President

Tech Topics

Notes From the Mr. Bentwrench Workbench

No matter how many times the subject has been talked and written about, it seems there is always a new generation to whom the automobile fuel pump is a brand new -- and unknown -- topic. So here we go again, in the hope of enlightenment for those whom this is new news (or just a refresher). It's fundamental. If your heart stops pumping, you die; if the Corvair fuel pump stops pumping, the car dies. So it's not just a frivolous subject.

This time around, I'd like to dig a bit deeper -- into the design aspects of the Corvair fuel pump. Hopefully, with this understanding, owners may be better able to diagnose and correct their own problems.

It has been (correctly) stated that any engineering student in his junior year could design a Rolls Royce fuel pump, but that it takes an engineering genius to design one for a Chevrolet.

What's the problem? To begin with, an automobile fuel pump must be a *variable displacement* pump. This immediately complicates matters. First, let me define a constant displacement pump. This is a pump where the liquid output **quantity** is directly proportional to the mechanical input. On an old-fashion farm well pump, one operation of the handle delivers a specific, defined amount of water -- say, one pint per handle stroke. You want two pints, you pump twice. It has nothing to do with how fast or slowly you pump the handle. Each stroke delivers one pint of water. It's a fixed (constant) relationship.

Well, you might say, doesn't the Corvair engine demand more gas at 5,000 rpm than at idle? And since the fuel pump is "pumped" once each engine revolution by the fuel pump cam, what's the problem? It works for the farm water pump. Ah, I reply, have you failed to note the following: When you're climbing a mountain, foot to the floor, at 5,000 rpm the engine is working like a tiger and needs feeding. But once you reach the crest of the hill and head down the far side, your foot is off the pedal. You are coasting down hill, the engine is still turning at 5,000 rpm, but the engine is doing no work and it doesn't need feeding. The gas demand is nil! But the engine is still turning at 5,000 rpm. If it had a constant displacement fuel pump, the gas would have to go somewhere. Where does it go?

The answer is, it doesn't go anywhere. The fuel pump remember is a variable displacement pump. In contrast to the constant displacement pump, it delivers only the exact amount of fuel that the engine demands at any given moment, regardless of the crankshaft rpm. That's the trick, and where the genius comes in.

Back to the Rolls Royce. The engineering student might be expected to start out with a solid block of brass. He would ultimately arrive at a variable output design, but each piece would require machining in the shop and it would fit together like a Swiss watch. And since it was all hand made, it would cost \$5,000 or so? With all hand-made parts, how long would it last? How much would spare parts cost? Who knows? Could he afford a million mile test program? One sample doesn't make a marketable product.

As for the "genius" Chevrolet pump -- it must be cost-effective to produce. It must be manufacturable in quantities of millions. It must operate flawlessly without attention for 10's to 100's of thousands of miles. It must withstand handling by shade tree mechanics and grease monkeys of every caliber. It must survive in climates from -50 to +120 degrees, wet, dry, dusty, and everything in between. And above all, it must not cost more than \$2.75 to make, labor and materials included!

That's why this is a "genius" product.

So how does this "genius" variable displacement pump work? How can it's output vary, completely dependent upon the demand of the carburetors alone, regardless of the engine speed?

Every time the crankshaft revolves, the "hump" on the cam kicks the fuel pump rod up, which in turn kicks the pump stem up. This causes the diaphragms on the pump to "inhale" a gulp of gasoline through the inlet check valve. The pump now, like a chipmunk with cheeks full of nuts, sits there with a mouthful of gasoline. The spring on top of the diaphragm exerts pressure on the stored gasoline at some 3 to 5 psi. The inlet check valve prevents the gas from going back to the gas tank. The only place for it to go is to the carburetor. At this point the stem of the fuel pump is "stuck" in the raised position and until it descends, it never encounters the hump on the cam. There's just air space between the pump and the cam.

That's how things remain until the carburetors "demand" some gasoline. When that happens, the spring in the pump squeezes some out from it's "chipmunk mouthful", enough to meet the demand of the carburetor. But by doing so, the diaphragms drop down a little, lowering the pump stem. But as soon as the stem drops, the cam kicks it back up and the pump takes another mouthful of gas. The result is that the pump remains full of spring pressurized gasoline, waiting for the carburetor's demand.

It's a devilishly clever means of achieving the desired end. A "cheap and dirty" reliable, variable displacement pump that can survive almost anything thrown at it. And it's cheap! In short a "genius" design.

In addition, just to make sure there is enough leeway to allow for even unforeseen events, excess capacity is built into the Corvair fuel pump. (It cost almost nothing to do so.) Based upon the number I have run from Chevrolet's data, even at 60 mph the pump is only delivering some 7 to 10% of its design capacity. In other words, the pump can be suffering from arthritis to athlete's foot at the same time and still deliver enough gas to keep the car running. I have great respect.

John Moody, Group Corvair

Cruise Information

Every:

Sunday: **Linden Grove**, Rt. 88 Castle Shannon, DJ,
4pm, 881-4588

Tuesday: **Ronnie's Cruiz-in** - 420 W. Allegheny Road
Imperial, PA, 6-9pm, 695-1866

June:

- 1 Burger King - Monroeville
- 5 Rudy's Subs
- 12 Washington Cruisers; Allied Forces
- 12 Laurel Mall, Rt 119S, Connelsville, 437-0786
- 12 Custard's First Stand, Camp Horn off 279, 6-10
- 12 Happy Days - Main street of Beaver Falls 6-10
- 13 Chili's - Monroeville; Sutersville Tastee-Freeze
- 15 Burger King - Monroeville
- 17 Elks - 5800 Buttermilk Hollow Road, DJ 6-10
- 18 Parts-A-Rama Cruise, Butler Co. Fgnds 8:30
- 18 Boardman
- 19 Northtown Square, Rt 8 & 910, Gibsonia, 487-5241
- 19 Crusin' Diner
- 20 Rudy's Subs
- 26 Washington Cruisers; Allied Forces
- 27 Chili's - Century Square
- 28 Boardman

July:

- 1 Elks - 5800 Buttermilk Hollow Road, DJ 6-10
- 6 Burger King - Monroeville
- 10 Custard's First Stand, Camp Horn off 279, 6-10
- 10 Rudy's Subs
- 10 Washington Cruisers, Boardman
- 11 Chili's - Monroeville; Sutersville Tastee-Freeze
- 17 Crusin' Diner
- 20 Burger King - Monroeville
- 23 Boardman
- 24 Washington Cruisers; Allied Forces
- 25 Rudy's Subs, 2-6pm, Decorate cars for Patriotic Car Cruise; Chili's - Century Square
- 23, 30, 31 Boardman

August:

- 1 Sutersville Tastee-Freeze
- 3 Burger King - Monroeville
- 7 Rudy's Subs; Washington Cruisers; Allied Forces
- 8 Chili's - Monroeville
- 13 Boardman

- 14 Crusin' Diner
- 17 Burger King - Monroeville
- 21 Washington Cruisers, Allied Forces
- 22 Rudy's Subs; Chili's - Century Square
- 22 Sutersville Tastee-Freeze
- 27, 28 Boardman

September:

- 4 Washington Cruisers
- 5 Chili's - Monroeville
- 7 Burger King - Monroeville
- 10 Boardman
- 11 Allied Forces
- 12 Rudy's Subs, Corn Roast Cruise, 12pm till ??, Entertainment
- 12 Sutersville Tastee-Freeze
- 18 Washington Cruisers
- 21 Burger King - Monroeville
- 25 Allied Forces

October:

- 1 Sutersville Tastee-Freeze
- 2 Allied Forces
- 3 Rudy's Subs, Good Bye Season Cruise
- 9 Allied Forces
- 16 Boardman

Locations:

Allied Forces - Churchill Square Plaza
2 Blocks N of I-80, Corner 193 & 304,
Liberty, OH, Info: (216) 544-1911

Boardman A&W Restaurant
680 Boardman - Canfield Road, Boardman, OH

Burger King - 4490 Broadway Blvd. Rt 130, Monroeville

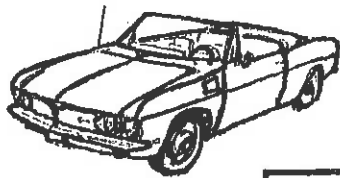
Crusin' Diner - Rt 51S, Perryopolis 6-10 pm, 50/50,
Trophies, Door Prizes

Rudy's Subs - 1401 Freeport Road
Cheswick, PA - 274-9977
1st Saturdays 7-11 pm & 3rd Sundays 2-6 pm

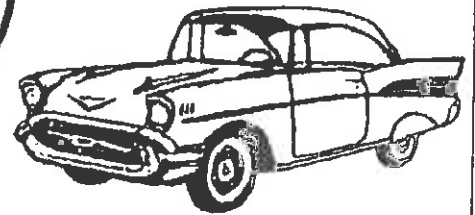
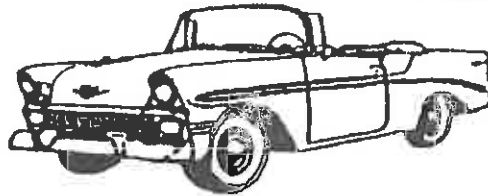
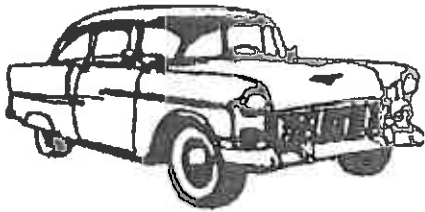
Sutersville Tastee-Freeze - Rt 51S - Left past Round Hill
Farm - Trophies, DJ - 872-4016, 6-10 pm

Washington Cruisers Car Club - McDonald's Restaurant
Race Track Road, Meadowlands PA. 7 pm - DJ - 50/50





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 _____

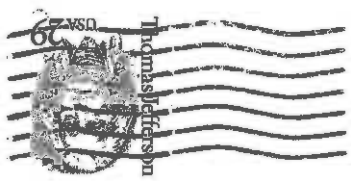
Stock Modified

AL AND CAROLE FRIEND
3677 FORBES TRAIL
MURRYSVILLE PA 15668

188
Western PA. Corvaire Club
834 Arden Lane
Pittsburgh, PA 15243



JUNE 93



THE VAIR STREET JOURNAL
WESTERN PENNSYLVANIA CORVAIRE CLUB



JUNE 93 VAIR ST. JOURNAL