

Minutes of WPCC Meeting

February 23, 1993

Officers Present: President, Don Baker; V.P., Ray Horn; Treasurer, Carole Friend; Secretary, Pat Greenwald.
Board Members Present: Dick Dandois, Vaun Hamlin, Wayne Jones, Laurie Maglietta, John Sweet.

The meeting was called to order by Vice President, Ray Horn. On a motion by Dave Fabyonic and a second by Wayne Jones, the minutes of the January meeting were approved as printed in the newsletter.

The treasurer's report was read. The February balance was \$608.34. On a motion by Judy Jones and a second by Dave Fabyonic, the treasurer's report was approved.

Old Business

Wayne showed a sample name tag that he made and a picture of the actual one we will be ordering. The cost per tag of a minimum order of 250 will be \$1.34. After some discussion, on a motion by Dave Fabyonic and a second by John Sweet those present voted to order 250 tags and sell them to members for \$3.00 each.

Dick Dandois briefly discussed the issue of club jackets. He stated that the club needs to decide on one style.

Gene Rapp discussed how he produced the composite picture that appeared on the cover of Corsa.

New Business

The tentative schedule of events discussed at the annual board meeting was reviewed. John Sweet gave some details of the "1st Air-Cooled Affair" in Morgantown, Pa. on May 14-16. He added the Mid-Maryland event in Fredrick, MD to the calendar. Al Friend gave some details of the Anniversary event in August. Wayne suggested that a picnic be planned in conjunction with the Hot Air Balloon event. Vaun announced the date of the next Legislative Council Meeting - March 21st.

John Sweet said that he will present the Tech Topic for next month's meeting. His subject will be "Reconditioning Your Engine Compartment for Shows."

Judy Jones asked if there was any interest in bringing a group in to present a 45 minute program on protecting yourself against crime. She will make the contacts for an available date.

On a motion by John Sweet and a second by Dave Fabyonic the meeting was adjourned.

Minutes of WPCC Board Meeting February 21, 1992

Officers present: President, Don Baker; Treasurer, Carole Friend; Secretary, Pat Greenwald.
Board members present: Dick Dandois, Vaun Hamlin, Wayne Jones, Laurie Maglietta, Bob McCune, John Sweet.

Don reported the results of Dale Smith's survey which showed that: members were generally satisfied with the meeting place; loved the idea of an occational special meeting site; thought the format of the journal should stay as is; most would write an article for the journal if pressed to do so; and many would serve as officers if asked. Don also noted that at least 50% of our members make it to at least one meeting a year, which is good compared to other clubs. The board then turned its attention to the calander for '93. Two tech sessions were scheduled: Bill Artzberger will cover body trim at the February meeting and John Sweet will discuss engine detailing at the March meeting.

The tentative event schedule is as follows:

<u>Date</u>	<u>Event</u>	<u>Contact</u>
April 4	Meyersdale Car Show	Bill Brill
	Steel City Flea Market	Dale Smith
May 14-16	Morgantown, Pa.	John Sweet
May 22	Mid-Maryland Event, Fredrick, MD	John Sweet
Late May	Corvair Heartbeat - Columbus, Oh	Smiths
June 22	South Hills meeting - TBA	Laurie Maglietta
July 4	Brentwood Parade	Wayne Jones
	Cannonsburg Parade	Laurie Maglietta
	Picnic at Settler's Cabin	Vaun and Laurie
July 18-25	Vintage Grand Prix	Bill Artzberger
Aug. 28,29	20th Anniversary Trip	Al Friend and Bob McCune
Sept. 11,12	Strausburg Show & Swap Meet	John Sweet
Sept. 19	Hot Air Balloons at Hartwood	Hal Goff
Sept. 28	Hannastown/Dinner meeting	Jean Brill
Oct. 9	Hershey Bus Trip	Dick Brier
Oct. 10	Run Down the Pike - Rt.40	Laurie Maglietta
Nov. 14	Rally	Don and Laurie

Al Friend passed out pamphlets and discussed details of the August trip to the East Broad Top Railroad, Rockhill Trolley Museum, Spruce Creek, Raystown, and Swigart Antieue Auto Museum. Laurie talked about plans for the 'Run Down the Pike' event. The tentative plans are to start at West Alexandria, travel to Addison, then to Friedens for dinner.

The Hannastown event would include sight seeing and visiting the flea market, then going to Rizzo for a dinner meeting. Laurie suggested that the calendar be printed in the journal with the name and phone number of the contact person for each event.

FIVE YEARS AGO IN THE JOURNAL by Al Friend

The February Journal featured three tech tips borrowed from the Group Corvair Comments. Al Friend asked if anyone would be interested in a day at the drag strip! It was mentioned that popular WPCO member Tony Phelps had accepted a position with K & K Insurance and had moved to Fort Wayne, Indiana.

The 1988 officers were to be: Bob Hieber, Prez; Walt Baldinger, V/P; Ellen Smith, Secretary; and Irene Artzberger, Treasurer. Bob's first Prez Sez article was very inspiring and gave us all new insight into his background. Journal chief Ellen Smith suggested in a nice way that we should pay our dues. Upcoming Corvair events were also listed. A Corvair Spyder advertisement was reproduced and was titled "You Couldn't Get An Automatic If You Tried". Which leaves you holding a stick shift. A happy fix to be in; Spyderys respond best to brisk stirring motions with the right hand!

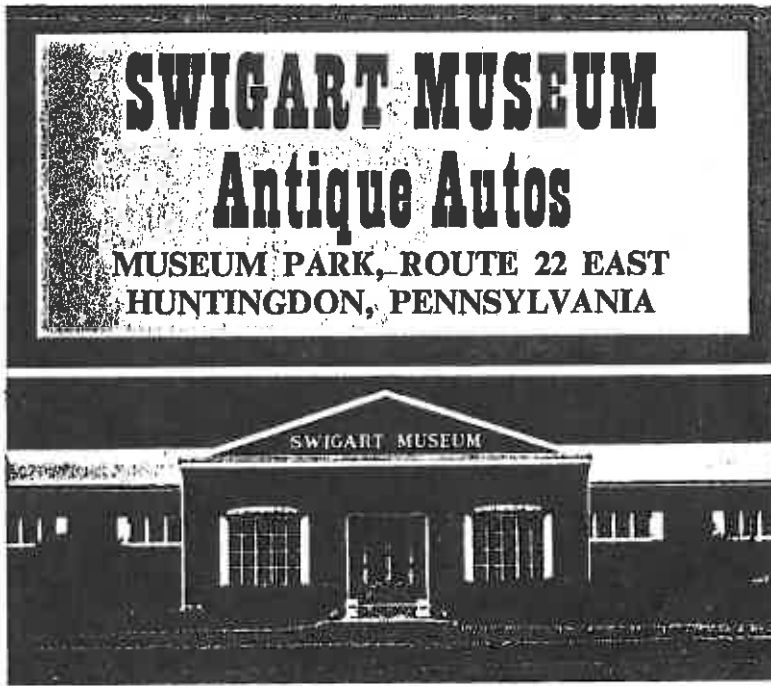
THIS YEAR IN THE JOURNAL by Carole Friend

It is now March, and only 40 families have submitted their 1993 dues. So I'm asking in a nice way that the other half of the club do the same. Make your checks payable to "WPCO" and mail to:

We have a tremendous
twentieth year planned for
you - DON'T MISS IT!!!!

Carole Friend, Treasurer
3677 Forbes Trail Dr.
Murrysville, Pa. 15668

1993 dues \$10



THE SWIGART MUSEUM is the oldest automobile museum in the UNITED STATES, and you will visit it as part of our twentieth anniversary celebration on August 28th and 29th. If things work out - admission will be FREE and owner Bill Swigart will be on hand as our personal and very knowledgeable guide. DON'T MISS THIS EVENT!!!!

Bob McCune, Carole Friend, and Al Friend; You're committee.

PLEASE NOTE: LOOK AT THE ADDRESS LABEL ON YOUR VAIR STREET JOURNAL NOW. IF IT HAS A YELLOW BORDER, THE CLUB RECORDS INDICATE YOU HAVE NOT PAID YOUR '93 DUES AND THIS WILL BE THE LAST JOURNAL MAILED. We do not intend to print extras for April; so if your dues are not sent in to the Treasurer by April 10, you will not receive your April Journal.



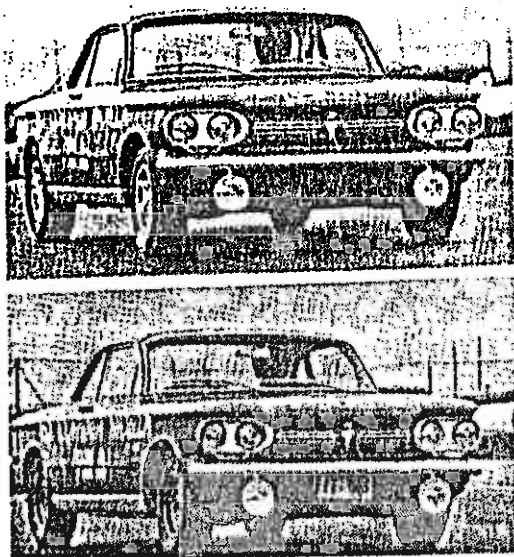
endurance test #1: 1962 Corvair Monza 1549 MILES IN 1440 MINUTES!

BY TOM BATES, SPORTS CAR GRAPHIC, March 1962 PHOTOS: BOB D' OLIVO & WALLY PARKS

A raw wind whipped the timekeeper's charts, stray raindrops splattered the pools of water gathered on the track and a cold, gray sky threatened to repeat the eleven-hour deluge that had drenched the area a few hours before as a lone 1962 Corvair Monza splashed around the final laps of a unique and rugged test of endurance — 24 hours of high-speed running at Riverside International raceway. At noon the checkered flag slashed down and the tough little red coupe came to a halt, with better than 1500 miles of well-behaved performance behind it ... performance in a trial more demanding and tougher than any American production car had ever undertaken before.

In addition to being a rugged test of motoring machinery, this run was also unique in another way — a racetrack, an automotive publisher, a driving school, a number of manufacturers and some of the top chauffeurs in the country had all worked together to make the enduro possible.

It all started at high noon the day before, as two 1962 Monza coupes moved off the starting line in a battle against the clock, the weather, the track and the odds. One, a much-modified car with a great many safety and performance options, had Wally Parks, Petersen Publications' Editorial Director, and old hand in the hot rod field, aboard as pilot for the first sixty minutes. John Christy, Editor of SCG, drew first slot in the stock production car, which was equipped with handling and suspension extras, as well as other safety equipment, but an absolute virgin in the engine compartment. Both cars were running Empi "Camber Compensators," excellent little items that increase the rear end roll stiffness, both had the factory RPO 690 suspension kit (see November SCG), and both had been very slightly decambered (about two degrees). The cars were the popular 4-speed, 102-horsepower versions, they were both bright red, two-door coupes, and that's about where they parted company. The modified machine had been "breathed on" by Bill Thomas Equipment Company and Bill Stroppe Associates to the tune (pun intended) of a Racer Brown cam, Corvette valve springs (more about them later!)



Modified Monza (top) and stocker both are flat in corners, thanks to suspension goodies.

and the Thomas quad-carb setup, which also included modification of the heads. Two 4 1/2 gallon Moon gas tanks were in stalled under the front deck lid and the regular tank was disconnected.

Koni shocks were fitted on this car, although the stock machine ran with Armstrong replacement shocks. The modified machine made itself known all the way around the course with an exhaust note that rapped at one's ear in a healthy staccato, thanks to two long straight pipes that projected to the rear.

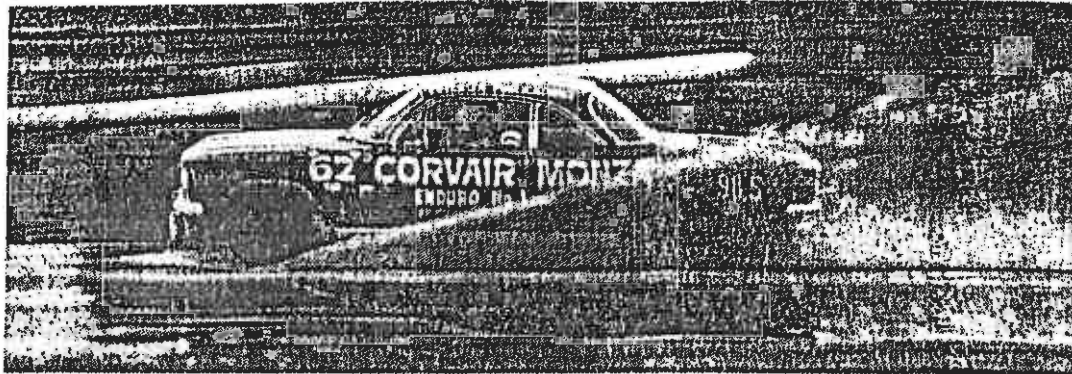


EMPI Camber Compensator reduced rear end roll in both Enduro machines.

Among the other goodies that both cars ran as optional equipment were Carroll Shelby's steering wheels, Tulareloft seat belts, Sun tachs, Lucas road and driving lights, and Goodyear "Blue Streak Special" racing tires. Many a covetous eye was cast on the modified machine, in part due to the very beautiful and practical Hands magnesium wheels with which it was equipped. Of a deep dished design, they were polished and buffed to a gleaming finish and really set the car off, as well as providing a solid, wide base for the Goodyear racing tires.

As Parks and Christy took off, the many drivers, technicians and other interested parties leaned into the brisk wind that was blowing, straining to hear the rap of the exhausts of the first car to come back into sight on the long Riverside back straight. There was quite a bit of speculation as to whether the modified car or the "stocker" would get around the track quicker, for both had shown a great deal of promise in the few trial laps put in before the run had started. Logically, it was the modified Monza that bombed into Turn Nine and roared up past the Start-Finish line in front, but the stock Corvair was right on its bumper! As the first hour progressed, a gap began to make itself apparent between the two as the faster modified job got in its licks coming out of the corners and down the long chutes. But, as the time drew near for the first driver change (planned to occur every hour on the hour), the gap suddenly started closing! Eyes and ears were straining for a clue and the uneven rap of the modified's exhausts as Wally Parks backed off coming into the sweeping Turn Nine quickly brought the mechanics on the run. Parks whipped into the pits, five highly-talented heads disappeared under the car, three immediately reappearing and ducking under the hood, quick fingers probed and adjusted, and Chuck Daigh, the hotshoe Scarab pilot, rammed the car back onto the course for a quick check. The little bomb had been running like a train for forty-five minutes, but when Chuck came back into the pits after a few laps, it was obvious that something was amiss that couldn't be repaired on the spot. A teardown, later, showed that, possibly due to the heavier valve springs, the valve timing mechanism had come adrift and the valves simply weren't opening enough. The car

was pushed to the side of the pit area, and the team of drivers, mechanics and officials settled down for the long pull to get the stock Monza around the course as many times as they could before noon the next day.



While the main test here was that of the car itself, added spice was induced by starting some competition among the many men who were to drive it — a target of 65 miles per hour was set as the average speed, including all stops, and Carroll Shelby announced that the driver who came closest to this target and, at the same time, got the best gas mileage during his tour at the wheel, would pick up the honors. It was rather unusual to see drivers of the caliber of Chuck Daigh, Dan Gurney, Carroll Shelby, Paul O'Shea and Louis Unser playing feather-foot while still trying to get quick lap times. As each driver pulled in at the end of his hour-long stint, the car was carefully checked, topped off with gas, and the mileage recorded. During the course of the 24 hours, mileages ranged from a low of 14.9 mpg (Carroll got caught in his own game, but it must be admitted that he was making an all-out effort to regain time lost during a very heavy rainstorm!) to a high of 18.9, set by Chuck Daigh. The average full consumption for the entire run was 16.6 miles per gallon, especially remarkable when it's realized that the car averaged 64.54 mph for the entire 24 hours, including all stops! And this was no "go fast and turn left" oval, or a flat Bonneville course — it was a road course, 2.74 miles to the lap, and required many gear changes, brake applications and foot-on-the-floor accelerations per lap! The only comparable grinds are the famous 24 Hours of Le Mans and the Sebring 12 Hours, and neither of these requires more strenuous use of men and machinery. The only thing lacking here was passing and being passed at tremendous differences in speed.

In the late afternoon, with the stock Corvair circulating smoothly and quickly, an idea to break the monotony of the grind brought another Monza onto the track — a privately-owned coupe that had been used as a training car to familiarize many of the drivers with the course. Belonging to "Zip" Keys, president of Hands Engineering, it had a mildly modified engine, a set of Hands' magnesium wheels, one of Bob Runyon's "Stinger" exhaust systems, a Runyon-designed and built rollbar, and the prettiest candy-apple red and platinum pearl paint job you've ever seen this side of a concours. Zip graciously offered the use of this little jewel for an attempt to avoid a total loss of the modified-car effort, and the sparkling coupe was soon bombing down the straights and drifting through the corners in fine style, with such notables as SCG's European Editor, Bernard Cahier, Porsche Team Driver Dan Gurney and Jack Chrisman, World Champion Dragster driver, taking turns at the wheel. Unfortunately, as Chrisman slipped into the seat, the track was in almost total darkness, and this second modified Monza wasn't equipped with the Lucas lights, as were the two regular enduro machines. Unfamiliar with the track, Chrisman went into a tricky Turn Four a shade too hot, lost it, and had to ride out the ground-sky-ground-sky treatment as candy-apple red and platinum pearl

revolved and rotated. The pretty little coupe flipped and rolled twice, finally coming to rest right side up and just off the track. Thanks to Zip Keyes' thoughtful installation of the Runyon rollbar, Jack escaped scathed. For those skeptics who think that magnesium is too brittle to use in racing wheels, we'd like to point out that the car struck the embankment, the asphalt road surface and the shoulder severely and often in its flight and that the Hands wheels came through the fast, frequent and furious impacts with not a single crack.

Meanwhile, the stock coupe went on and on — and on. In the first hour of the run, the top speed (indicated) down the back straight (1.1 miles) was found to have increased from 96 mph to some thing over 100, as the engine loosened up. By the end of the 24 hours it was up to 105 and Chuck Daigh, who had the last driving tour, stated that it felt as though it would go even better if given the opportunity. Speeds on the course ranged from 40 mph in the tighter corners to the aforementioned 105 mph for the stock machine and about 115 mph for either of the modified cars, this speed being attained, of course, on the back straight.

The range of experience and talent in the ranks of the drivers involved in the test was quite wide, from automotive editors and journalists on the leading Los Angeles daily papers, through sports car drivers having only amateur standing all the way up to professional drivers who had campaigned all over Europe in some of the hottest factory teams. As we mentioned before, we even had a top dragster driver and one of the best Pikes' Peak hillclimb pilots — the various techniques that each of these people used to hustle the Monzas around the twisting road circuit were a test within a test—all the more remarkable then that the car nearly attained the target average of 65 mph, for this goal was planned for a dry course and the track was anything but dry!

Two outstanding performances were turned in with the Keyes car late in the afternoon, one by Gurney and one by Cahier. Dan, totally familiar with Riverside and rear-engine cars started circulating faster and faster though with no apparent extra effort. His lap times started steadily downward from two minutes and 15 seconds by about a second a lap. When he got down to 2:12 Shelby got on the radio to tell him that was just fine, hold it there. Dan charged by the pits with a wave and a facesplitting grin and then promptly lowered the time to 2:10. The next lap was an amazing 2:09! Only then did he let up and settle down to times in the 2:12 to 2:14 range. Cahier took over later and though totally unfamiliar with the course and the car, settled down to a steady 2:15.5. So steady was his driving that his times varied by only two-tenths of a second a lap either way during his entire hour at the wheel! The European rally work, at which Bernard is an expert, obviously begets an incredible

sense of timing.

As the sun went down the event took on even more of an eerie mood when the test machine shrieked through Turn Nine in near-invisibility, then flipped on all the Lucas lighting system as it boomed up the straight towards the pits. These lights put out a fantastic amount of illumination and are available in kit form for the Corvair, as well as other American cars. As the coupe flashed through the corners, these lights were the only things to show the driver which way the course went, and they did an admirable job.

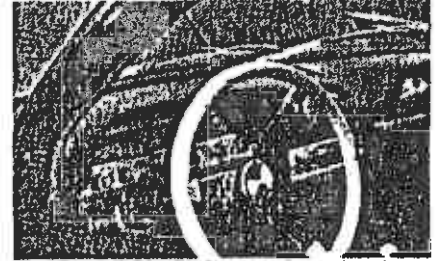
Driving a car for one hour doesn't sound like too much work, but when the same ground is being covered over and over again, at a high rate of knots, it can get pretty rugged. Besides the challenge of maintaining a high average speed and keeping the car on the track, there's another factor that soon makes itself known - monotony rapidly approaches boredom, and driver fatigue sets in. This is especially true when one puts in his trick at the wheel, crawls into a sleeping bag to rest, and then is shaken awake again an hour or two later to repeat his driving tour. But this test had a gimmick that helped immeasurably in combatting boredom and monotony, and created enough of a diversion that the driver was rarely in danger of becoming hypnotized by the incessant roar of the engine and repetitive scenery - Bell Auto had furnished all the drivers with radio-equipped Bell helmets. They were a one-way affair, and the drivers could not reply to the witty and/or rude remarks that were passed on to them as they flashed by, but they all stated that the one-way conversation certainly helped to keep them awake.

At one o'clock in the morning the rain started to come down, and it increased in intensity as time passed. So did the crosswinds encountered as the drivers came down the back straight, where the car was first exposed to the winds, then sheltered in a cut through a small hill, and then exposed again. This all added up to a lot of correcting, which got rather hairy from time to time as the little Monza shot down the long straight, being buffeted by the winds and dodging the larger pools of water that were gathering on the track surface. At 100 mph and better, in the dark, this isn't an easy job!

The wet circuit and almost nil visibility cut the lap speeds down rather more than could be afforded, if the target average speed of 66 mph was to be met for the 24 hours. For that reason, several of the best drivers started to repeat their stints at the wheel in an effort to hold to the average. Shelby, O'Shea and Daigh rammed the red Corvair around the Riverside course in an all-out attempt, but sheets of water, in the air and on the track, weren't conducive to low lap times, and the clock ticked on. As the first gray tones appeared in the eastern sky, and landmarks around the course we discerned for the first time since the previous afternoon, speeds did pick up a bit, but to no avail. With pit crew and timers standing on the edge of the track, water pouring off their caps and down their necks as they urged the weary drivers on, the hour approaching for a last effort. At eleven o'clock Chuck Daigh took over the car for the last time. Twin roostertails shot sky ward as he tore out of the pits. The end was in sight and, by a supreme effort, it might be possible to catch 65 mph right on the button! Lap time spiraled downward as he pushed the Corvair harder than ever before. Huge sheets of water splashed over the pit area as he flew down the straight past the onlookers. And the clock ticked on.

At a few minutes to noon, it was apparent that Chuck was on his last lap unless he could get the car across the finish line just before the second-hand hit twelve. If he could do this, he'd be on another lap, and almost three more miles could be logged for the run, bringing up the total mileage along with the average speed. Daigh emerged from the cut in the back straight, went into the highly-banked and sweeping Turn Nine, and headed up the straight toward the line. Everyone was in a frenzy, for the sweep-second hand was inexorably moving towards the top of the dial.

Could he beat it? Then it was noticed that Chuck was slowing down! The pit crew assumed that he was stopping because he thought that the run was over. They



Carroll Shelby's steering wheels were fitted to both cars.

shrieked at him to go ... to get across the line! But the car slowed even more and Chuck finally stuck his helmeted head out of the window and called, with a tired grin on his face, "No can do! I ran out of gas on Turn Nine and I'm just coasting" ! In fact, he crossed the Finish line by courtesy of a healthy battery and the starter !

The Twenty-Four Hour Corvair Enduro was over. The car had traveled 1549.1 miles at an all-inclusive average speed of 64.54 miles per hour, and had a 16.6 miles per gallon fuel consumption average. Ten drivers were involved in getting the stock Corvair Monza around the circuit.

What did it all prove? Several things, perhaps. One fact that was mentioned by all present was that Chevrolet had come up with a helluva rugged little machine in the Monza ... a car that could very feasibly, in years to come, wind up as a very competitive GT machine.

What did the run prove? Maybe nothing. But this is the type of activity in which automotive writers must be come involved from time to time in order to keep abreast of the cars they work with and the men who build and drive them. A feeling of what faces a driver and what a car goes through in Les Vingt-Quatre Heures du Mans or the Sebring Twelve-Hour is closer when one has gone through something of a similar nature. The Corvair Twenty-four was just that.

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CORVAIR NOW AVAILABLE

Tech Topics

PREVENTATIVE MAINTENANCE SERIES By Mike Dawson - Valley Corsa San Jose, California

This month will be an attempt to help diagnose noises from the rear of the car. Drive train noises also apply to FC vehicles.

A rolling noise that does not change in pitch from acceleration to deceleration in the same speed range is usually a wheel bearing. Wheel bearings on early models usually squeak or make a cycling growl. Late bearings will squeak, make a raspy noise or howl.

A clank when starting from a stop or going into gear may be a U-joint. They can also make a clinking noise, usually at low speed. Loose axle yokes on early models and FC can make the same noise.

Howling that changes noticeably between acceleration and deceleration is either a worn out pinion gear, mismatched ring and pinion gear or very loose or worn out pinion bearings.

Thumping noises on late models can be either the top or bottom shock mount. Check for shifted lower bushings or rusted top mounting pads. The latter can be repaired.

Squeaking from one side of a late model going over bumps can be a trailing arm bushing that has popped out of its shell. The arm is rubbing on the bracket and the tire is way out of toe alignment.

A heavy thump or clunk going over a quick rise may be a separated motor mount on a 1965 model. The other models make less noticeable noises unless almost terminal. Best to check them every time you change oil filters.

A loud squawk that occurs briefly as you push in or release the clutch is a pilot bushing problem. Always replace it any time the transaxle is separated as they take a set very quickly.

A knocking noise at idle which disappears or gets quieter when depressing the clutch is a flywheel with loose rivets.

A squeal or light rattling noise that is only noticed when holding down on the clutch pedal is a clutch release bearing.

A moaning sound that is heard only when the engine is cold is probably a late model blower bearing that needs greasing or

replacing. Early model bearings usually start a continuous metallic rumbling noise due to their design.

A light to heavy tapping noise that goes away after driving is usually a lifter that has lost its oil temporarily. Long storage or a lot of cold startups and quick shutdowns cause lifters to go "flat". Frequent oil changes and avoiding a lot of start ups without driving helps this problem.

A persistent squeak (usually powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the rear parking brake cable at its support brackets or on the backing plate on the inside of the brake drum. To test this theory, pull slightly on the parking brake handle when the squeak occurs. If it stops, you have found the problem. The idling engine gently tugs on the spring attached to the cable assembly: install the missing clips on the two support brackets, grease them and use brake lube under the cable inside the brake drum.

A chirping from the engine that is noticeable only on acceleration may be a loose head. Retorque the heads immediately or you will have blown head gaskets. This is usually caused by overheating and can sometimes result in studs pulled out of the crankcase. You can also get a bad smell in the heater since combustion gas is escaping.

An actual blown (burned through) head gasket will make a persistent spit-spit-spit noise as the engine idles. The noise will get louder under a load and bad fumes get in the heater.

A mild howling from four speed transmissions up through 1965 that is only heard in first, second and third is probably the needle bearings and shaft in the counter gear. The noise is gone in fourth gear since the counter gear is not loaded. A common problem and the parts are available.

A clicking noise from the rear of early models and FC at very slow speed may be the brake shoes snapping across backing plate pads as they try to follow an out of round drum or a slightly bent axle (common problem). Apply brake lube to the pads or correct the problem.

MARCH 93 VAIR ST. TOURNAI

Long-Term Storage

Here's a tip that can be used on any car you're storing for an extended period of time. In fact, if you use this tip, it's more likely you'll use it to store your Corvair.

When you store your car for an extended period, the oil film on the cylinder walls and other internal parts, which isn't very thick to start with, dries up, allowing the formation of rust. When you fire the car up later, the piston rings scrape off the rust and you've lost a bit of the cylinder wall. You don't lose very much, but you lose it at a much higher rate than you do from daily startups.

When you put your car away, you could remove all the spark plugs, squirt some oil in the cylinders, and crank the engine a few times. This will put some oil on the cylinder walls, but it may not be evenly distributed and it won't necessarily get on other parts like valve stems.

There's a better way. There is some stuff called *marine fogging spray*. It's kind of an oil emulsion that comes in an aerosol can. You use it to put a good film of oil on all the parts in the intake tract and on the cylinder walls. What you do is remove the air cleaners, start the engine, and while revving the engine at say 1500 RPM, just spray the stuff down the carbs. You continue this until you start to get a good bit of smoke out of the exhaust, then you shut down the engine and leave it. If you spray too hard initially, you'll kill the engine before you get enough oil in it, so you need to spray intermittently, keeping the engine just short of dying until you see that good smoke from the exhaust.

Fogging your engine is relatively easy to do, so you can do it when you're storing your car for the winter, or just for couple of months. There are several brands available and it can be gotten at any marine dealer.

Al Harris, *Hot Air Mail*, NVCC

Emblem Retainers

The chrome emblems on a Corvair -- "110", "Corsa", etc. -- are normally held on by spring steel inserts that are pushed into the holes in the body. When originally put in, they scratch the paint on the edge of the hole. Then over the years, the retainers rust, which eventually causes the body to rust out around the holes. When replacing trim, you can avoid this by using common drywall screw inserts in place of the stock steel retainers. Just find a size that the emblem's studs just fit into, press the plastic insert into the body, and push the emblem into the holes.

The Air Cooled News, Lowcountry Corvair Association

Throwing a Curve

You say you'd love to know what the mechanical advance curve is in your distributor, but you don't have access to a distributor machine? Don't sweat it. Just pick up a *Mr. Gasket* timing tape from your local speed shop that is designed for the diameter of your harmonic balancer. (Late model engines use one 6.75" in diameter, earlier are probably the same -- editor.) Then use your timing light to check your advance at different engine speeds as measured by your tach. (You may need a friend to help you by watching the tach and recording the data.) Record the advance, with the vacuum advance hose disconnected, for each engine speed from about 1000 through 3500 RPM at about 250 RPM increments. When you are finished, you'll have the advance curve for your distributor. See? Nothing to it!

Central Valley Corvairs Newsletter

Saginaw Transmmission Gears

If you find a '66 or later Saginaw 4-speed, usually used in Chevy II's, Novas, and low horsepower Camaros and Chevelles, for sale cheap, buy it. Not only are the synchros, bearings, and other parts the same as '66 - '69 Corvair transaxles, but the gears, except for the input gear, are those used in the "close-ratio" Yenko Stinger gearbox. The input gear can be used, so don't throw it away. (Most of these parts can still be bought new from parts houses as well as Chevrolet dealers. It's just much cheaper to buy a good used unit.)

News and Affairs of Corvairs

Power Antenna

Attention Late Model Corvair Owners -- especially if your Corvair is of the daily driven variety. If you are looking for a power antenna to fit for a stock rear mount replacement, I have found it!

Good old J.C. Whitney & Co. has come to the rescue. It is available in fully or semi-automatic, as well as stainless steel or black matte finish mast. They sell for between \$25 and \$30, but with all the discount catalogs they issue, I purchased mine for \$28 plus shipping. The key issue is the 9 3/4" under fender clearance!

Part numbers I have are: 03-9579A, 03-9580R, 03-9577M, and 03-9578T from catalog # 545K. Best of all, they fit with no modifications -- well, really one hole should be drilled in the inner fender for best integrity. It looks great, plus I can put the car cover on with no holes in it or having to worry about the stock antenna being bent or ripped off.

Paul Peterson, *Westwind*, Corsa West of Los Angeles

MARCH 93 VAIR ST. TOURNAI