

THE WESTERN PENNSYLVANIA CORVAIR CLUB, INC.

JAN. 80

NEWSLETTER

Published monthly by The Western Penna. Corvairst Club, Inc. a chartered chapter of the Corvairst Society of America. Articles for publication should be in the editor's hands by the 10th of each month: Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412)325-2558.

OFFICERS: PRESIDENT - Walt Moore, 327-4437 SECRETARY - Carole Friend 325-2588
VICE PRESIDENT - Dick Breier, 563-4591 TREASURER - Jan Fabyonic 327-7361

BOARD: Bill Artzberger, 364-6842 Joe Buffer, 523-4801 Dave Fabyonic, 327-7361
Wayne Jones, 882-2109 Bates Murphy, 327-3472

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WPCG MEMBERSHIP:

\$6 per calendar year. Everyone's renewal date is Jan. 1. If you join during the year, your initial dues is 50¢ for each remaining month of the current year. Half price for immediate family members.

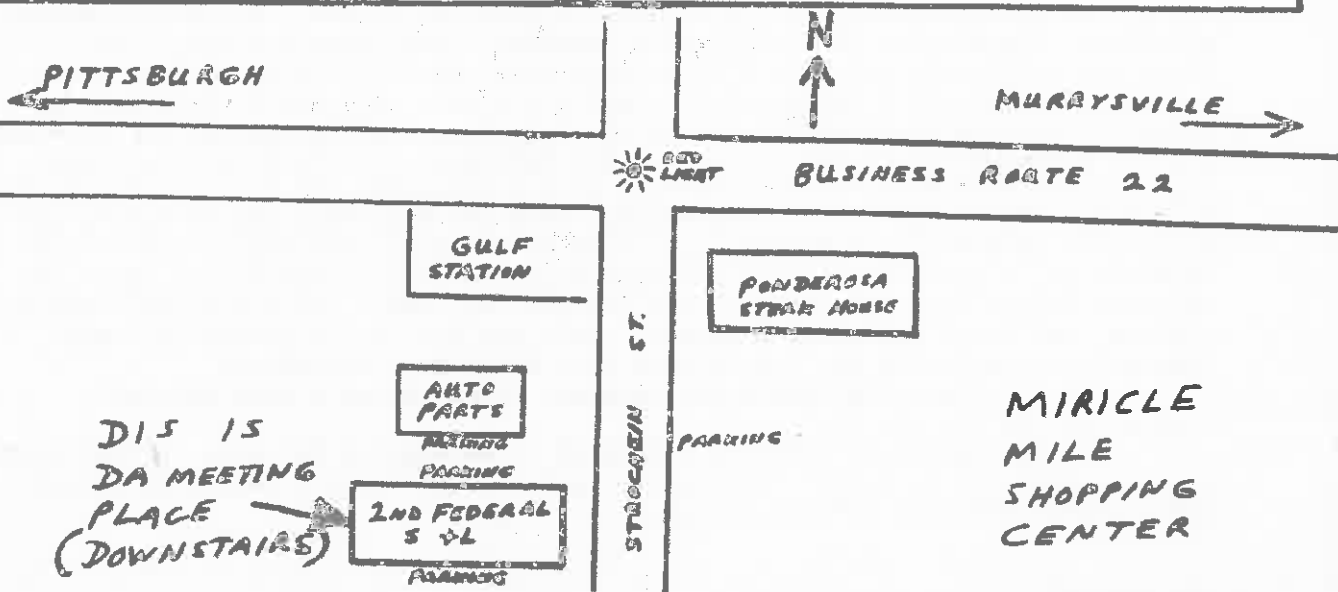
MAIL DUES TO: Mrs. Jan Fabyonic, Treasurer
38 Sierra Dr.
Pittsburgh, Pa. 15239

CHECKS PAYABLE TO: WPCG

CORSA MEMBERSHIP & RENEWAL. (OUR CHARTER REQUIRES THAT ALL WPCG MEMBERS, ALSO BELONG TO CORSA, OUR INTERNATIONAL ORGANIZATION).

New WPCG members will receive a CORSA application from our treasurer. CORSA members will receive their renewals prior to their CORSA anniversary date. In either case, fill out the form, and return it with a \$12 check (payable to; CORSA) to: CORSA, P.O. BOX 2438, Pensacola, Florida 32503. CORSA MEMBERSHIP IS MANDATORY.

MEETINGS: 4th Tuesday of every month. 8PM. 2nd Federal S & L. Monroeville, Pa.



Looking for a new Chevy? Well remember our fine sponsors and "Get a Chevy from Devie". Need parts for your Vair? Well give Freeport Parts Mgr. & WPCG member, John Costantino a call. John will give you a WPCG discount, & may even deliver your parts to the next meeting or event.



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OUR NEXT MEETING 8 PM TUESDAY JAN. 22 2nd Federal S & L Monroeville, Pa.

This is the annual meeting, gang. The most important meeting of the year. YOUR attendance is not only wanted, but is needed! First on the agenda will be the election of the 1980 officers. (Is it really 1980!!!) WOW, that makes some Corvairs 20 years old, and I can't find anything out there, after 20 years of "progress" that I'd rather drive! At any rate, the nominations so far are:

President - Dick Breier

Vice President - Wayne Rockhill, Bill Brill, Walt Materkosky

Secretary - Hazel Moore

Treasurer - Jan Fabyonis, Ruth Smith, Mary Lou Serro

The new officers will huddle sometime during the meeting to appoint the board of directors.

Dave Lovejoy, our Corvair driving legal council will direct us through the final stages of incorporation in order to attain tax free status. Dave will also help us revise the by-laws so they conform with our new status as a corporation.

Traditionally, the officers & board have met during February to plan the next years activities. Since we have already visited so many interesting places, and held so many varied events, I'm sure the folks in charge would appreciate any suggestions from the membership. If you have an idea for an event or convoy, consider being in charge of it, and let your board know which month would be best for you. Remember, the Atlanta national convention is scheduled for July 30 - Aug. 2 (Wed. to Sat.). Make your vacation plans now. We can discuss this at the meeting also - do we want to caravan to other points of interest on the way, for example. We had a wonderful time at the Detroit convention, and I'm sure we'll even have a better time in Atlanta.

As your newsletter editor, may I take this opportunity to wish you all a happy and prosperous New Year. GC SUPER STEELERS!!!

OUR LAST EVENT/MEETING

The annual holiday bash was a party to remember, indeed. Almost 50 members and family attended the event planned by president, Walt Moore and first lady, Hazel Moore. The evening got off to a great start when we discovered that the Holiday Inn was serving double drinks until 9 o'clock. Walt really knows how to schedule these get togethers!!! Dinner was delicious, and the company was tremendous. Isadore & Shirley Krouse drove down from New Bethlehem, and Pie & Jan Schoeneman came in from Youngstown, O. New members, Alac & Kathy Bell and even newer members Phil & Alma Fleck were also in attendance. They are nice folks and we hope to see a lot more of them in the coming year. Some of the gifts were really cute - Jane Rockhill got a jar of Navel Jelly, Shirley Krouse got the cutest little figure who relieved himself when you pushed on his head!!! Bill Brill got a bottle of Sachet perfume, and Carole & I got a fruitcake, which was not only delicious, but very appropriate, considering how long we have been doing this newsletter!

Vaughn & Charlotte Hamlin gave everyone in attendance a very nice soft shoulder pad for our phones.

The weather turned very cold and snowy as we departed for home, but the party was very warm and enjoyable. Many thanks to Walt & Hazel for a wonderful holiday get together with good Corvair friends.

NEW MEMBERS

Philip & Alma Fleck, Bethel Park, 835-0271. Phil is a 59 year young elevator mechanic who owns a very nice 69 Monza coupe. The Flecks were introduced to WFGC by Vaun & Charlotte Hamlin.

1980 DUES Ya'LL

Hey gang, it's time to pay 1980 dues. Still only \$6 per year/1/4 price for immediate family members. What other organization do you belong to that has been in existence since the early seventies that has NEVER raised its dues?

Mail your \$6, 1980 dues to our treasurer today. Mrs. Jan Fabyonie, Treasurer
38 Sierra Drive
Pittsburgh, Pa. 15239

CHECKS PAYABLE TO: WFOC.

Corvair goodies for sale at the meetings or through the mail:

Dick Breier

WFOC Jacket Patches - \$2 - 493 Sleepy Hollow Rd.
Mt. Lebanon, Pa. 15228

Walt Moore

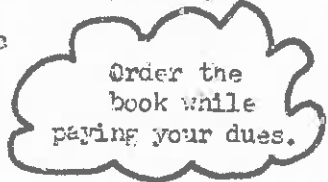
Corvair T-shirts - \$5 - 310 Altaview Dr.
Monroeville, Pa. 15146

**HAVE YOU PRICED PLAIN
T-SHIRTS LATELY ??**



New Corvair book by Dave Newell - \$6.50 -
"The (in)Complete Corvair Story"

Mrs. Jan Fabyonie
38 Sierra Drive
Pgh, Pa. 15239



REPORT FROM THE LEGISLATIVE COUNCIL OF MOTOR VEHICLE CLUBS OF PENNSYLVANIA

We received an issue of the Legislative Update, in Dec. This is the publication of the Legislative Council of which WFOC is a member. The Council now has 38 member clubs and a treasury balance of \$664.88 as of Nov. 11, 79; the date of the Executive Committee meeting. The annual meeting will be held on March 23, 80 in Palmyra, Pa. As we all know, the proposed emission inspection program is being kicked all over Harrisburg lately, but so far at least, all indications are that classic (soon to be changed to historic) and antique motor vehicles will be exempt. Most definite, however, is the fact that cars 68 and newer will be checked in all counties around Philadelphia and Pittsburgh. The fact that owners of these collector cars have been relieved of compliance is no guarantee that this situation will continue. Therefore, we should all be on the alert to keep our prized cars tuned properly & particularly checked for excessive smoke emissions.

The Council asks that we try to obtain copies of any local ordinance in our hometowns that applies to "junk cars". Some of these may also apply to collector cars and we would like to have them changed so as to exempt hobby cars. If any WFOC members obtain copies of these ordinances, please send them to your editor, and I will forward them to the Council. The Update will be passed around at the meeting.

CORSA MEMBERSHIP IS NOW WELL OVER 7,000 AND GROWING.

IF YOU ARE NOT A MEMBER - WHY NOT ??

THE FOLLOWING APPEARED IN THE NOV. 20 ISSUE OF
"OLD CARS" & REPRINTED WITH THEIR KIND PERMISSION.

STORING YOUR CAR FOR WINTER

Experienced car collectors know only too well that storing their prized possessions for lengthy periods can wreak havoc, unless they take proper precautions prior to putting the vehicles in "moth balls," so to speak, or 'up on blocks.' Hobby newcomers and those faced with parking or storing their collector car because of the gasoline or other crunches are certainly aware that absolutely nothing known to man deteriorates as rapidly as an automobile not in use!

Rust forms magically, like wood fungus after a spring rain. Batteries peter out and sometimes commit suicide. Rubber begins to die. And on and on till the entire vehicle develops a hardening of the arteries resulting in loss of value and aesthetic appeal — not to mention the trouble and expense involved in a re-restoration. In fact, collector cars as a rule are not driven as often or far as everyday autos; it's amazing how quickly problems develop when these valuable vehicles are left just sitting there without taking preventative steps — even if only for relatively short periods.

What to do about it? We've compiled several checklists of steps aimed at preserving the species while parked or stored. You probably already are aware of many or most, the lists are intended as methodical

reminders. There are at most a mere 24 preventative steps (for long-term storage, less for shorter periods). These are simple, swift and inexpensive procedures that will contribute to the most minimal deterioration possible under the circumstances. In addition, we've included a list of 12 steps suggested to properly reactivate your collector car when a lengthy storage period is ended.

By Roy Ames

The most important list, however, is one you make yourself. Mark down all the steps you made in preparing the car for storage and place the list inside the vehicle. Even

an elephant wouldn't trust his memory for such details, so when it's time to return the car to service your list will remind you of everything that must be reconnected, inspected and/or adjusted.

Before we get to the checklists, a few general remarks are in order. If possible your car should be stored indoors, in a clean and dry building, while next best would be under some sort of protective roof. The exact procedure would vary, of course, depending on such factors as the climate in your locale and intended length of storage. For instance, in most cases it is advisable to cover the car, either by a ready-made cover or by old blankets and bedspreads.

However, if you plan to store the car outdoors, or to park it in the weather for a lengthy period, any type of covering might prove unwise in certain climates. Winds and other conditions can cause the covering to rub abrasively against the vehicle's finish and over a period of time this will cause expensive paint damage. If you decide a cover is advisable, the ready-made ones feature tie-downs or elastic hems whereas you'll have to devise some sort of tie-downs for blankets. But do not under any circumstances use tape! Changes in temperature combined with passage of time can permanently bond its adhesive to painted surfaces and cause plenty of grief on chromed surfaces. For much the same reasons, never cover your car with plastic sheeting of any kind, and don't even consider those cheap plastic car covers offered by some mail-order firms!

Exceptional cars or conditions may require an extra step or two. For example, anticipation of weather conditions such as direct sunlight and/or high humidity calls for waxing or covering the car's windows to prevent fading of upholstery and to protect wood-interior trim on cars so furnished. In areas susceptible to high dust levels you may also wish to seal the interior by blocking off

such things as vents, ducts, etc.

The really big villain is always rust. This is particularly so in damper climates, yet rust is a nonstop problem even in sanitary environments such as air conditioned museums and garages. While chassis undercoating is a good preventative for a car's vitals, few owners want to gook up their collector car in this manner. But if it came from the factory that way, it would be a good idea to check the condition of the undercoating and, if necessary, to have the chassis re-undercoated or touched up prior to storage.

Well waxed surfaces, even on unfinished metal parts, is of course good protection against rust. Even better, for some paint jobs, are the new dealer-applied "permanent" coatings (such as the Polyglycoat Lusterizing Sealant and Rustproofing Shield). Some of these can be owner-applied via generous applications of old-fashioned elbow grease. And there are a whole flock of outstanding products recently introduced in this area. For example, "Rust Guard," a kit containing two types of protective compounds in aerosol-spray form. One is a heavy duty, 95% pure zinc spray for penetrating and neutralizing existing rust; the other is used for spraying exposed surfaces and for "toggling" underneath fenders and the like.

Another highly touted product is "Epifanes Alproof Coating." When applied to a vehicle's painted surfaces with either a cloth or electric polisher, heat generated from the rubbing-in process causes a chemical reaction between the paste and the finish thus forming a single compound together with the existent finish to prevent corrosion of the auto's exterior finish. Such protection lasts for up to three years, claims the manufacturer, and we don't doubt it. Another interesting new product consists of stainless steel pigments combined with a high percentage of chrome and nickel in an aerosol propellant. It's said that this unique "liquid stainless steel"

offers supreme rust protection for both painted and unpainted metal surfaces as well as forming a barrier against ultraviolet rays on all metals, plastics, woods, leathers and many fabrics. Information on these and many other such products is available at auto dealers and parts houses.

I kept seven valuable collector cars in a corrugated-tin garage for nearly five years without any rust, corrosion or other problems associated with storage. And this was in Houston, a city featuring such enemies as 95+% humidity and 100° summertimes with year-round rains. How? Maybe I went a little overboard, but each vehicle was thoroughly washed and waxed every three months. At that time all chrome and shiny metal was polished with "Smichrome," and all leather surfaces were saddle-soaped with "Conusly's Hide Food." Everything made of vinyl, plastic or rubber was serviced with "Armor All." And lastly, "WD-40" was sprayed very liberally on all metal components including chassis, suspension and under the hood.

When the car was placed back in the garage, its battery was disconnected (and cleaned if necessary) and tires were inflated to about 40 psi. In other words, even though these vehicles were "in storage" for nearly five years, in effect I broke this down into a number of shorter periods by repeatedly performing — every three months or so — the steps suggested for short-term storage. This was because I liked to drive the cars occasionally and chose not to put them up on blocks, drain the gasoline and so forth. Such additional steps (and others, see the lists that follow) are highly recommended, however, if your vehicle is to be stored for a year or more without the pleasure of these intervening driving sessions.

Storing or parking a collector car doesn't have to be a damaging and costly debacle. I hate to resort to old adages but nothing could be more appropriate here than "an ounce of prevention is worth a pound cure."

1. PARKING — for multiple days or several weeks

1. Clean engine, chassis and mechanical components (if necessary).

2. Spray same lightly with suitable rust inhibitor.
3. Clean battery, box, cables and brackets; put felt rings (available for a few cents at any parts house and amazingly effective in preventing acidic crud formation) around each post; liberally coat posts, cables and connectors with petroleum jelly; make sure battery is filled with water (preferably distilled water).
4. Apply product such as "Armor All" to all vinyl, plastic and rubber parts and surfaces.
5. Fill gas tank to prevent condensation.
6. Wash and wax exterior finish.
7. Remove any items that might freeze, melt or deteriorate from interior, trunk, glove box, etc.
8. Cover vehicle, if desired.

2. SHORT-TERM STORAGE — for several months

Perform first 7 steps in previous list. As to item 2, for short-term storage spray the rust inhibitor more generously. As to item 3, also fully charge the battery and disconnect the cables (or at least the "hot" cable). In addition, perform the following steps:

9. Run engine until thoroughly warmed up. If vehicle is air conditioned, run the unit also, to lubricate its seals.
10. Check antifreeze/coolant strength, including overflow and windshield washer reservoir.
11. Wax and polish the wooden dash and interior trim (on autos so furnished).
12. Saddle soap all genuine leather surfaces and fittings.
13. Do not set parking brake or handbrake. Instead, if car is automatic, select "park", if manual, place gear lever in "reverse".
14. Increase tire pressures 10-15 psi over normal pressures, more in the case of cars wearing natural rubber tires/tubes.
15. Paste-wax bumpers, chrome, etc. but do not buff out the wax.
16. Chock wheels (if necessary).
17. Make list of all steps performed and place it in vehicle.
18. Close windows, doors, hood, trunk lid securely.

19. Lock vehicle (if applicable).
20. Use car cover (if applicable).

3. LONG-TERM STORAGE — for a year or more

These additional steps should be performed in addition to those listed under SHORT-TERM STORAGE:

21. Lubricate combustion chambers and valves, as follows: After warming engine thoroughly, remove air cleaner and slowly pour one pint of 10-W or lighter oil into the carburetor while engine is idling, pour slowly at first, then more quickly until engine stalls; stop pouring just as the engine stalls; then shut off ignition and replace the air cleaner.
22. Put car up on blocks (rather than "chocking" as in item 16). The front-end should be blocked, under A-arms or axle on each side, so that the suspension still supports the vehicle weight but the tires are off the ground, the rear-end of the vehicle should be similarly supported by locating blocks directly under the springs (to prevent unnecessary loading on the axle-housing).
23. Rather than filling up the gas tank, as in item 5, you should now instead drain all gasoline — from tank, carburetor and lines.
24. In addition to only cleaning the battery, as in item 3, it should be removed from car and stored in a cool, well-ventilated area.
25. Tune up engine.
26. Remove wax from chrome and bumpers, saddle-soap leather, clean window glasses; then wash and wax entire vehicle.

REVIVAL — bringing your car back to life

1. Remove car cover, review your checklist.
2. Check for any leaks — water, oil, transmission, brakes, fuel, rear-end, etc.
3. Remove car from blocks, if applicable, and adjust tire inflation to proper levels.
4. Charge, clean and reconnect battery.
5. Check and top up all fuel levels.
6. Check, and if necessary adjust, all hoses and belt tensions.
7. Remove spark plugs and crank engine for 15 or so seconds to prelubricate engine, fill the carb(s) and expel any fluid accumulations in the cylinders; then gap and reinstall the plugs.
8. Start engine, be sure to monitor all the gauges, then drive the vehicle slowly for several miles to circulate lubricants, soften seals and so forth.
9. Brake lightly at first; make several stops, progressively reaching normal braking pressures; this will remove rust from drums (or disc rotors), if any, if the vehicle pulls to one side after several repetitions, examine brake cylinders for seized piston or other fault.
10. Recheck fluid levels, belt and hose tension, and inspect exhaust system, if car is air conditioned, recharge the system.
11. Tune up engine.
12. Remove wax from chrome and bumpers, saddle-soap leather, clean window glasses; then wash and wax entire vehicle.

1 New Subscription Order — Free Calendar

Enclosed is my payment. Please enter my subscription to Old Cars as follows:

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AL2

FOR SALE

65 Monza, 58,000 mi. auto. New everything. Will sell only to a good home. \$1000
Judy Mihalek, 963-7199.

65 Monza cp. 45,000 mi. auto, original car & owner exc. interior, bad X-member
L. green/black. Harold Walker, McMurray 941-6238.

Make offers for the following parts: Ed Felesky, 5938 Johnston Ave. Export, Pa. 15632

- 2 - 4H Carter carbs
- 2 - Complete turbos - 1 perfect - 1 good
- 2 - Turbos that need rebuilt.
- 1 - good turbo intake
- 1 - Automatic transaxle - good
- 1 - 110 HP engine - smokes & leaks but runs good.

Dave Lovejoy wants to trade items in the first list for items in the second list:
563-1190 TRADE BAIT: in usable condition: EARLY - Headlight bezels, hood, speedo. guts,
wiring harness, gas heater, air heater, 63 Monza hubcap, 64 auto
engine & drivetrain, green rear seats, lt. blue sunvisors.
LATE - conv. doors, 65 white conv int. (no front seat), instrument
panel, axle shafts, 56 green buckets, & taillights.

NEED: LATE - l. headlight bezel, 140 exhaust manifolds, complete front
sheetmetal; 65 taillight lens, l. side wheel opening trim, 64 - 65 4 sp.
trans. EARLY - r. cp. door, cp. body (no int. or eng.), any color rugs,
white 4 sp. shift knob.

63 Monza conv. black/red, restored, 37,000 mi. 95h.p. 3 sp. new top & carpet. Offers.
ALSO: Rebuilt 95 h.p. auto. engine.

exc. early bumpers, with guards. Pair of red buckets.
various mech. parts. Rebuilt carbs.

Ken Wilson, Pleasant Hills, 653-3371

CORSA'S TENTH ANNIVERSARY BOOK

After all of the blood, sweat, & tears that we put into the three Steel City
Concours events in 1976,77, & 78, I thought that it would be worth the effort to send
a bundle of info. on these events to Tony Flores. So that's where my weekend went!!
Except for the Houston game, of course!!

HYDRAULIC BRAKE FLUID TIP NO. 11-1-78

If you rework your brake system, here are
some things to think about.

- 1) Silicon brake fluid boils at a higher
temperature than glycol base.
- 2) It is not hygroscopic (does not ab-
sorb water). Water is the major reason
for cylinder damage.
- 3) The military specifies 3 year replace-
ment for silicon fluid, 1 year for gly-
col fluid.
- 4) Silicon fluid may be mandatory in light
aircraft brake systems within 5 years.
- 5) Silicon fluid costs 2 1/2 times as much as
glycol, but is still a small part of
the cost of a brake job.
- 6) Most new brake cylinders are damaged
within 18 months by absorbed water in
the system.
- 7) It is your choice, the cost is \$12.00.

FROM THE SAN DIEGO
CORSA CLUB