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WPCC HOLIDAY PARTY - DON'T MISS IT!

WHEN - Saturday, Dec. 7, 1985.

WHERE - Ivanhoe Apts. Community Room in Monroeville.

TIME - Arrive about five, eat at six.

PRICE - Only \$6.50. Ten and under \$3.25.

MENU - Chicken, stuffed cabbage, rigatoni, roast beef, cold cuts, various cheeses, relish tray, potato salad, cole slaw, fruit basket, coffee, tea, and cake for dessert!

DRINKS - The prez. and first lady will make punch. Feel free to bring your own bottle also. The club will provide glasses and ice.

GIFTS - Yes, one per participant, \$3 to \$5 price range.

Children's gifts - Bring one for your own child.

MUSIC - Yes - taped holiday selections.

DANCING - Of course - To oldies from the Corvair decade.

RESERVATIONS - Absolutely necessary as soon as possible, but no later than the Nov. meeting. (Tues. Nov. 26)

MAIL TO - Send your checks, payable to WPCC, to:
John Gundlach, Treasurer
RD# 1 Box 245
Saxonsburg, Pa. 16056

The Ivanhoe Apartments are located behind Kaufman's, on Route 22 in Monroeville, near our meeting location. They use a buzzer system for entry, which buzzes the community room.

Many thanks to Bob McCune for acquiring this superb party facility for us. Many more thanks to Carole Friend & Jan Fabyonic for finding a very good caterer for a very good price.

Please be prompt with your reservations.

WPCC Holiday Party

Tech Tips by Al Friend

Check those brake lines because they can make life very exciting!! There I was, driving on those challenging Western Pennsylvania back roads, loving the agility of our red Corsa coupe, when it happened to me!!!

I was following a Harley Hog, who in turn was following a Ford Van. The van was holding up traffic, as they always do, so I laid back so as not to have to brake too much on the down slopes. At the bottom of a long curving downgrade, the van decided to stop in order to make a left turn, no turn signal, of course!! The cycle managed to stop as I jammed on my brakes. The pedal went straight to the floor! As my entire life flashed before my eyes, my reflexes took over: The van was now in his turn, thank God, as I pumped the pedal, pulled on the hand brake, & steered to the left to miss the guy on the two wheeler. (Besides, the jerk in the van deserved to get hit!). As the Corsa slowly decelerated, the van completed his turn & the Harley took off, while laying a few choice adjectives on the dumbo in the van. Suddenly, there I sat, all alone in the middle of the road, with white knuckles and a shacking foot, still holding the now worthless brake pedal to the floor!!

The culprit was obvious because of the puddle of brake fluid directly under the line coming from the back of the tunnel. I purchased the car about a year and a half ago from a gentleman who did very good work. Most everything on the car was either new or rebuilt, then Ziebarted. Removal of the Ziebart from the defective line revealed a lot of rust and a pin hole. Now what to do?

I cut the line about a foot into the tunnel where it was like new & took it to my local auto parts store for suggestions. I do know that because of the pressure involved, rubber tubing is out, and this particular line runs the entire length of the car, & up into the passenger compartment. Probably the reason that the restorer decided against replacing it.

Much to my relief, the parts man had a simple solution: He called it a pressure fitting (see diagram) it only cost \$1.50 or so, & along with a

new piece of brake lining, put me in business. The line repair didn't take much time at all, but common sense dictated doing some preventive maintenance. I also found rust on the fuel lines at both ends of the tunnel & replaced them with rubber fuel lines. To do this you'll have to remove the heater duct in late models. Several lessons were learned from all of this:

- 1.) Remove all rustproofing material, and check those brake lines. If rusted, get some pressure fittings and new line, and get to work. Replace any rusted fuel lines while you're in the mood.
- 2.) While in the tunnel area, clean, treat, paint, & rustproof everything, several times!!
- 3.) Do not, ever, put rustproofing material over rust. It will only cause it to rust faster. Clean, treat with Extend, paint it, then and only then apply rustproofing material.



David Redding has joined Ellen to form an editorial staff of the Journal. As always, it is great when a new face pitches right in to help the Club-grow, prosper and mature. As before, all material, complaints, etc. go to Ellen at home - all compliments will be grabbed by her spouse.

Dale Smith

We appreciate all of you who have contributed material for the Journal. Our deadline for submitting written material is the 10th of the month. Anything received after the tenth will not be printed in the current edition. Thanks

Ellen Smith

NEXT MEETING
OCTOBER 22, 1985

7:30

OCT. 85

Beginning with the October meeting, there will be a tech talk at the end of the meeting, on an announced topic, led by Bill Artzberger. The first subject will be FLY WHEEL REBOLTING, so bring all your experiences or questions on the subject, and come to the meeting on October 22 ready to share and learn. The new tech talk subject will be included in each month's Journal. If there is an area on which you would like tech help, give me a list and Bill and I will try to highlight the topics of greatest interest and need of the Club.

HERE IS SOME CHEVROLET TRIVIA FOR YOUR MENTAL EXERCISE:

1. What artist recorded "Crocodile Rock" in 1972, a song about a gal named Susie and an old gold Chevy?
2. What rock group sang the 1959 smash hit "Sorry (I ran all the way home)"?
3. Chevrolet called it's 1928 models the "National Series". What series name did Chevy have for it's 1929 models?
4. In what year did Chevrolet Motor Company join General Motors?

HOW CAN ANYTHING CONCERNING A CORVAIR BE TRIVIA SO---- CORVAIR SIGNIFICANCE:

5. While the wheelbase remained the same, the overall length changed by how many inches from early to late models?
6. In 1962, our favorite little car quietly dropped one model and loudly brought our three others. Name all four.

Since we answered the question "Who has the banner?" last month, try your luck at these. Answers available at the meeting. A 50/50 ticket will be given to the first person to give me all six answers correctly. See you at the meeting.

Ellen Smith

Editorial assistance from Friends magazine and Corvair Affair.

1985 officers present: President, Secretary, Treasurer

1985 Board members present: Don Baker, Dave Fabyonic, Archie Miller, Dale Smith

OLD BUSINESS: Dale Smith reminded members that the CMU Homecoming Parade will be October 19, and eight cars are needed.

Jay and Brian Smith presented to Al Friend, the long, lost banner.

A report was given on the Spear Chevrolet Car Show, with 5 trophies for our Club members.

The Steel City Classics Super Chevy Show on Sept. 22 netted 6 trophies for our Club and club member families.

Bill Artzberger told the members that Central Pa. Corvair Club was trying to get the 1988 National in Pa., possibly at Strasburg, PA He asked Club members to write to CORSA officials to urge them to consider this.

The Christmas Party is set for December 7, 1985, in Monroeville, PA. Members will meet at 4:00 p.m., and eat at 6:00 p.m. The cost is around \$6.50 per person. The November meeting is the deadline for reservations.

The AutumnLeaf Festival Car Show will be Sunday, Oct. 13, in Clarion. Cars must be pre-registered.

NEW BUSINESS: Bill Artzberger brought new Corvair service manuals and supplements to the meeting. They were sold to members after the meeting.

The selling of 44FF spark plugs was suggested as a money-making project for our Club.

October 25, 26, & 27 are the dates for the 9th Fall Corvair Affair held in Winston-Salem, NC. Some of our members are planning on attending this show.

A "tech talk" will be included at every meeting.

A slide show on the Transportation Museum will be at 7:30 at our next meeting.

The meeting adjourned at 10:19 p.m.

Gayle Gundlach
Secretary

If a handful of contributors quit sending articles in to the newsletter, it could conveniently go on a 3" x 5" postcard. Come on, you all have experiences and valuable knowledge - send it to us. Ideas and editorials are great too. The editor needs HELP. It takes her a lot of time to message the stuff I write to make it look semi-literate.

Dale Smith

NEW MEMBERS

Dan & Diane Dorn, Washington, Pa. (412)222-5522. Dan is a 38 year old postal worker who recently acquired a 65 Corvaire Coupe. They are very enthusiastic and met many of our members at the Canonsburg parade. This official welcome to them is late in being published because the editor misplaced the information, but we do welcome you to the Club.

June Belkin, Pittsburgh (412)322-3942 June is a former member who moved to Florida, but has returned to the nation's most liveable city. June is an editor by profession, and owns a 67 Monza convertible, Welcome back, June.

Super Day at Super Chevy Show

Chevrolts of all years and descriptions could be enjoyed at the Classic Chevy Club's local chapter show. A large portion of the Four Seasons Centre was corded aside to contain the large turn-out of vintage Chevys.

The Classic Chevy Club primarily focuses in the 1955, 1956 and 1957 Chevrolet cars, but has classes for all Chevrolet vehicles built prior to 1975. There was a Chevy for every generation - a rare 1921 open Chevrolet, 1941 Aerosedans fuel-injected 1957 Belairs, up to the Camaros and Chevvelles of the Muscle car era.

Corvairs had their own class with Dick Breier's 1963 Monza Convertible deservedly given first in class. John Gundlach's gleaming black Spyder was awarded second followed by Dale & Ellen Smith's unique Lakewood given third in class.

Other Club members who were given trophies were Doug Breier, third in the stock Chevelle class and Brian Smith was given second place in the model building contest. A great day was had by all, and you should try to attend this growing and fun event.

ED. NOTE: David Redding received another first in class for his 1960 Impala Convertible.

on the cover...

Early photos of the prototype Corvairs show the use of three vertical holes on the front valence panel. Later views of the same car, as used in the sales literature, have the unused holes airbrushed out. The holes are for the horn and found to be unnecessary.

David Redding

PREZ SEZ

WOW! Can you imagine that at our age Mary and I would be announcing a "blessed event"? Honest, it's true. Gestation is taking place right now at Vaum Hamlin's Auto Hospital. Dr. Hamlin estimates delivery will take place in early spring.

(we don't have room in the nursery right now.) Shortly after that Mary hopes to be walking and will be able to trade in her "Rollis" and be able to ride in our Beautiful 1968 Palomino Ivory and Gold Monza Coupe. Isadore Krouse is the godfather and we owe him thanks for tipping us off to this CORVAIR

Now to the business—we had an excellent meeting in Sept. Our speaker, Mr. Tom Letky, gave us a fine slide show and commentary on Pittsburgh's early transportation up to the new subway. Brought back a lot of memories to a lot of us. Good crowd in attendance too. Plus a very delightful buffet of goodies prepared by our ever-lovin' ladies. If you missed this meeting, you missed a good one, so don't miss October 22., when Bill Artzberger will be telling us about the new Old Car Museum now being put together at Station Square. Be there at 7:30.

Also note more about the Christmas party elsewhere in this issue. Everyone is coming to our house on December 7. Keep the meeting attendance up. You really make me feel good.

Bob Mc Cune

Of general interest, you all remember the trip through the Rockies in the '64 Corvaire Van; well we talked so much about it, our friends took the same trip. It seems their Lincoln Towncar wasn't quite as well built as the Vair—just out of warranty, high in the Rockies, it cost just over \$1500.00 to have the transmission put back in!

Dale Smith

FIVE YEARS AGO...

Prez. Dick Breier thanked Wayne Jones for his hard work in transforming the old WPCC newsletter format into the new, innovative "VAIR STREET JOURNAL" Wayne Rockhill was accepting orders for the new black and gold (what else?) Club jackets. Plans were being laid for the Holiday party at the Verona Canoe Club on the Allegheny River. John Sweet and Herb Horn gave a very informative demonstration on lubrication of early and late rear wheel bearings. "WHAT a PAIR me & my Corvaire" T-shirts were still available for a mere \$3 apiece.

OEM Bellows Thermostats

Please advise your members of the availability of Corvair thermostats at substantially-reduced prices.

We contacted the original equipment manufacturer and had thermostats produced for the 1961-1969 Corvairs. This is a better design than the original and should last longer. It is our intent to keep the Corvair on the road as long as possible and at economical prices.

If your Club members pool their orders, we can provide very favorable pricing:

20 or more—\$9.00 each

10 - 19 —\$9.50 each

2 - 9 — \$10.00 each

1 — \$10.50 each

We will pay the shipping and guarantee quality, so why pay other suppliers more?

Certified checks and money orders will allow us to ship orders immediately. Personal and Club checks must clear our bank before shipment will be made. We usually ship UPS, so please use a street address for orders rather than a Post Office box number.

All CORSA Clubs are being contacted, so get your orders in as quickly as possible. Stocks are limited at these prices.

B & B Sales
P. O. Box 1343
Knoxville, Tennessee 37901

FOR SALE

63 Spyder Convertible Red/Black interior. Fully restored Sven Endrecson Cleveland, OH (216)671-5676

68 "500" Coupe 140 h.p. engine Auto. gold exc. condition. 20,454 original miles. Call if interested. Ted Ayers, Akron, OH (216)666-9345

1972 VW Camper van with 110 Corvair engine. Auto P.G. Gasoline heater, AM FM Cassette, Electric refrigerator Excellent Shape No Rust Clarence Dull, New Stanton, PA (412)925-3835

NOS rear wheel well moldings for a 64 four door sedan. In original packaging \$20 apiece.

Al Friend
(412) 325-2588

Shop Manuals and Supplements - Last of Original Printing - \$4 to \$15 - Sold by Detroit Corvair Club. If interested. See Bill Artzberger