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THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

MARCH 1988

COMPUTER SERVICES
CORVAIR CLUB

AND LAST, IF YOUR
1988 DUES ARE UNPAID

**THE WESTERN PENNSYLVANIA CORVAIR CLUB WANTS YOU!!
MEMBERSHIP APPLICATION**

That sure is a great little car you're driving. In fact the Corvaire is probably the most courageous, creative, and potentially the best engineered automobile to come out of Detroit in modern times. As you may already know, a two year study conducted by the U.S. Dept. of Transportation, and suggested by Mr. Ralph Nader, concluded: "The Corvaire quantitatively meets or exceeds standards set by contemporary automobiles in stability, cornering, and roll-over tests." It is also the only car ever proven safe in a court of law!!!

Next time a fellow Corvaire driver waves to you, hold your head high and wave back, since you have something in common. "The Vaire" however, is far from a common car. They are now quite rare, gaining in value, and have so many sensible features when compared to todays plastic and cardboard cars. Isn't it great not spending money on antifreeze and snow tires for example!

We are a chartered chapter of "The Corvaire Society of America" (CORSA), a rapidly growing international organization now boasting over 8,000 members. We encourage all WPCC members to maintain membership in CORSA—The International Corvaire Club.

The long-range goals of both clubs is simply to increase the enjoyment and preservation of the Corvaire automobile. We provide technical and historic information, parts procurement, professional publications, and an international classified ad service. We sponsor and participate in - Corvaire shows, rallies, time trials, autocross events, mini conventions, and national conventions. We love driving to local points of interest, touring style, in Corvaire convoys. We have parties, picnics, and dinners, there's always plenty of Corvaire talk, and all of our events are family affairs. Our membership includes people from every imaginable age group, background, and profession. Our chapter provides a monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Communiquas."

We would love to welcome you, your family, and your Corvaire into our club. Simply complete the attached application and mail it to Al Friend, WPCC Liaison. Remember, the nicest people drive Corvaire, and "You're Always Ahead With Your Engine Behind." Hope to see you soon.

MEETINGS: The 4th Tuesday of every month, 8 p.m. at the Good Shephard Lutheran Church, Monroeville, Pennsylvania.

DUES: LOCAL \$10 per calendar year or \$1 for each remaining month of the current year. Includes membership for immediate family members. Payable to WPCC.

MAIL TO: W.P.C.C. c/o Al Friend, 3677 Forbes Trail Dr.
Murrysville, PA 15668 (412) 325-2588

Name _____ Age _____ Occupation _____ Phone _____
 Address _____ Zip _____ Date _____
 CORSA Member? Yes No. # Corvaire owned, yr., model _____
 Recommended by _____ Amount paid _____ Other car clubs _____
 Other information: _____

Two great cars
and a single thought

*What do you know?
An aluminum engine
just like mine!*

The 1960 Rolls-Royce and a new compact U. S. car represent two extremely different approaches in automobiles. The differences in design, in size, in motorizing features, in price—are great.

Yet both of these cars are powered by aluminum engines.

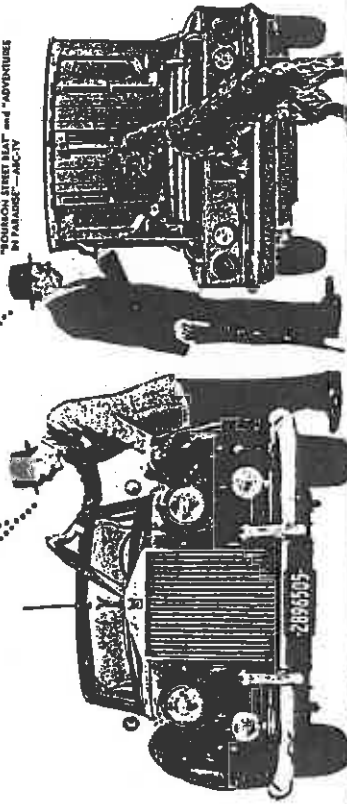
This fact proves that automobile experts agree that the greatest enemy to efficiency is excess weight. And they fight this enemy with aluminum, which weighs only one-third as much as cast iron or steel. By reducing dead weight with aluminum, they improve efficiency. Thus they improve performance and economy and safety.

And very soon now, you will be seeing other aluminum engines—some in front, some in rear, some air-cooled, some liquid-cooled, depending on the needs of each particular model design.

And there will be other new uses of aluminum to help reduce weight and increase value.

As the leading supplier of aluminum for automobiles, and as the major supplier of aluminum for America's first mass-produced aluminum automobile engine, we are proud to be working with the pioneers who are contributing so much to automotive progress.
Reynolds Metals Company,
Richmond 18, Virginia.

Watch Reynolds TV shows—"ALL STAR GOLF", "HARRISON STREET BEAT" and "ADVENTURE IN PARADISE"—ABC-TV



REYNOLDS ALUMINUM

MOTOR TRENDS/APRIL 1962

MINUTES OF WPOC MEETING FEBRUARY 23, 1988
1988 OFFICERS PRESENT: PRESIDENT, VICE PRESIDENT
AND SECRETARY
1988 BOARD MEMBERS PRESENT: BOB DONNELLY AND DALE
SMITH

THE SECRETARY'S REPORT WAS READ.
THE TREASURER'S REPORT WAS READ. THERE HAD BEEN 31
MEMBERSHIP RENEWALS BEFORE THE BEGINNING OF THE
FEBRUARY MEETING.

THERE WERE NO GUESTS OR VISITORS.

AL FRIEND REPORTED THAT THE DRAG STRIP WAS NOT
YET OPENED FOR THE SEASON. SINCE THERE WAS GENERAL
INTEREST IN THE PROPOSED DRAG AGAINST OURSELVES, AL
WILL KEEP US INFORMED OF THIS POSSIBLE EVENT.

THE "AFTER HOLIDAY" HOLIDAY PARTY WAS DISCUSSED
AS AN EXPERIMENT FOR THIS YEAR. THE DATE OF JANUARY
14, 1989 WAS SELECTED FOR OUR ANNUAL GATHERING.
A BRIEF OVERVIEW OF THE SCHEDULE OF EVENTS THAT
THE NEW BOARD OF DIRECTORS HAVE PLANNED WAS
PRESENTED BY BOB HIEBER. THERE WILL BE A VARIETY OF
OPPORTUNITIES INCLUDING SOME MOVING EVENTS. A
CALENDAR WILL APPEAR IN THE VAIR STREET JOURNAL.

CARDS WERE BROUGHT BY BOOTS BALDINGER TO SIGN
FOR JEAN BRILL AND BILL ARTZBERGER.
THE TECH SESSIONS FOR MARCH AND APRIL WERE
ANNOUNCED AS A TWO-PART CARBURETOR STUDY. MARCH
WILL BE A TROUBLE-SHOOTING SESSION INCLUDING THE
BASIC SETTINGS PRESENTED BY BOB HIEBER. APRIL WILL
BE A CARBURETOR THEORY AND HISTORY PRESENTED BY BILL
ARTZBERGER. LATER IN THE YEAR THERE WILL BE A
"STUMP THE EXPERT" SESSION.

VAUN HAMLIN REPORTED THAT HE HAS RECEIVED THE
TUNE-UP TAPE WE ORDERED.

CARS AND PARTS FOR SALE AND WANTED WERE AIRED.
VAUN HAMLIN SHARED INFORMATION HE GOT FROM WADE
LANNING ABOUT THE PROGRESS ON THE RESTORATION OF THE
PROTOTYPE CORVAIR BY THE VIRGINIA CLUB. VAUN PASSED
AROUND PICTURES HE HAD RECEIVED. THERE WAS AGAIN
DISCUSSION OF WHAT OUR CLUB MIGHT DO TO ASSIST THEM.
NO DECISION WAS MADE.

THERE BEING NO FURTHER BUSINESS, THE MEETING
WAS ADJOURNED AT 8:40.

ELLEN SMITH
SECRETARY

THE 50/50 DRAWING WAS WON BY BOB DONNELLY. THE
WINNINGS WERE DONATED TO THE CLUB.

NEXT MEETING MARCH 22, 1988

FOR THIS MEETING WE REALLY ARE TO MEET IN THE
HOUSE AT THE FRONT OF THE CHURCH PROPERTY. MY
APOLOGY TO ALL OF YOU WHO ACTUALLY READ THE JOURNAL
LAST MONTH. I WAS CONFUSED. THAT'S WHAT HAPPENS
WHEN YOU DRIVE A WATER-PUMPING VEHICLE WITH THE
ENGINE IN THE WRONG END FOR SO MANY MONTHS. HONEST!
THIS TIME WE ARE REALLY GOING TO MEET THERE.
Ellen Smith

PROVIDING SNACKS: BOB DONNELLY AND VAUN HAMLIN

TECH SESSION: A CARBURETOR SESSION AT THE MARCH
MEETING WILL BE GIVEN BY OUR PRESIDENT, BOB HIEBER
WHO IS VERY KNOWLEDGEABLE ON THIS SUBJECT. MANY OF
US WHO KNOW LITTLE OR NOTHING SHOULD MAKE AN EFFORT
TO ATTEND. AS YOU ALL KNOW, SPRING IS HERE WHICH
INDICATES TUNE-UP TIME. SPRING ALSO TELLS US OUR
VAIRS SHOULD BE ON THE ROAD AND IN GOOD RUNNING
CONDITION.

THE FOLLOWING MONTH BILL ARTZBERGER WILL DO A
FOLLOW-UP ON CARBS. THIS IS SO THAT AFTER ALL OF US
PROFESSIONALS WORK ON OUR CARBS AND CAN'T MAKE THEM
WORK, HE CAN HELP UNDO THE MESS
WALT BALDINGER

PREZ SEZ

I THINK IT WAS P. T. BARNUM WHO ONCE SAID "YOU
CAN FOOL ALL OF THE PEOPLE SOME OF THE TIME, AND
SOME OF THE PEOPLE ALL OF THE TIME." WITH A FEW
REVISIONS THIS COULD APPLY TO THIS YEAR'S CALENDAR
OF EVENTS. "YOU CAN PLEASE ALL OF THE MEMBERS SOME
OF THE TIME, AND SOME OF THE MEMBERS ALL OF THE
TIME."

WITH THESE WORDS OF WISDOM? I BELIEVE THE
OFFICERS AND DIRECTORS HAVE LAID OUT A SCHEDULE OF
EVENTS THAT WILL HAVE A LITTLE OF SOMETHING FOR
EVERYONE. VARIETY BEING THE SPICE OF LIFE, THIS
YEAR'S EVENTS SHOULD PROVIDE PLENTY OF THE ABOVE.
THE ONE MISSING ELEMENT OF THE EQUATION IS YOU
U. YOUR PARTICIPATION WILL HELP TO MAKE THESE
EVENTS A SUCCESS. SO WHY NOT TRY SOMETHING

DIFFERENT ATTEND AN EVENT, ENJOY YOUR SELF,
UNTIL NEXT MONTH.

BOB HIEBER

CALENDAR OF EVENTS WITH FIRM DATES:

MARK YOUR CALENDAR NOW AND PLAN TO ATTEND:
KENNYWOOD DAY FOR CORVAIRS-JUNE 12

We have placed this normally well attended event earlier in the summer this year, hoping to have some smaller crowds to contend with and maybe a little cooler day.

CANONSBURG FOURTH OF JULY PARADE
Guess the date and win a prize. This is an annual event that earns \$50 for the Club for participating. As has become a custom, anyone who wishes is invited to Dale and Ellen Smith's for a picnic lunch following the Parade.

AUGUST 14

John and Gayle Gundlach have graciously invited us for a picnic again this summer. This is the first warning for all the super-jocks in the Club to start limbering up NOW. We all had a good time last year and appreciate being invited back.

AFTER HOLIDAY HOLIDAY PARTY

The date has been set for January 14, 1989. This date has been set by popular demand. The location is planned for Donati's in Carnegie, highly recommended by Vaughn Hamlin (The Smiths have had good food there too.)

THERE ARE SEVERAL MORE EVENTS STILL IN THE PLANNING AND FIRING STAGES. KEEP YOUR EYES AND EARS OPEN FOR MORE INFORMATION.

BRAKES

HOW MANY OF YOU HAVE PUT NEW BRAKE SHOES ON YOUR CORVAIR? BET MOST OF YOU. WHEN YOU GOT IT DONE, DID YOU HAVE A NICE, HIGH, HARD BRAKE PEDAL? WAS YOUR EMERGENCY BRAKE CRISP AND POSITIVE AS IN A NEW CAR? WERE YOU REALLY SATISFIED WITH THE RESULTS? WELL, AFTER 38 YEARS OF CHANGING BRAKES, I FINALLY READ UP ON THE SUBJECT.

THE FIRST POINT I FOULD WAS THAT YOU CAN'T PROPERLY ADJUST THE NEW SHOES UNTIL YOU HAVE BACKED OFF THE EMERGENCY BRAKE CABLE UNTIL THE CABLE IS SLACK. THEN INSURE THAT BOTH SHOES ARE RESTING AGAINST THE ANCHOR BOLT AT THEIR UPPER ENDS. NOW YOU ARE READY TO ADJUST THE SERVICE ADJUSTER.

THE SECOND POINT IS THAT THOSE SELF ADJUSTERS REALLY WON'T DO THE JOB RIGHT FOR THE INITIAL ADJUSTMENT. YES, THE SHOP MANUAL SAYS THEY WILL ADJUST THE BRAKES IF YOU BACK UP A FEW TIMES, BUT THEY REALLY WON'T. THE REASON? THE SELF CENTERING FEATURE OF THE BRAKES DOESN'T WORK ALL THAT WELL WHEN NEW BRAKES ARE FIRST PUT ON. THE BEST WAY IS TO MANUALLY RUN THE ADJUSTMENT OUT UNTIL THE SHOES ARE SOLIDLY UP AGAINST THE BRAKE DRUM. NOW BEAT THE DRUM WITH A RUBBER HAMMER OR A 2X4 (NOT A STEEL HAMMER - THE BRAKE DRUMS ARE BRITTLE). TIGHTEN AGAIN AND BEAT AGAIN. KEEP IT UP UNTIL IT WON'T ADJUST ANY MORE. NOW THE BRAKES ARE CENTERED.

THIRD, BACK OFF ON THE ADJUSTERS. WITH SELF ADJUSTING BRAKES, THEY NO LONGER GIVE GOOD INFORMATION ON THEIR ADJUSTMENT. WITH MANUAL ADJUSTERS, THEY SAID TO BACK OFF 12 CLICKS ON THE FRONT, AND 15 ON THE REAR. SINCE THE AUTOMATIC ADJUSTERS HAVE FINER TEETH THAN THE MANUAL ONES, I'D USE 16 ON THE FRONT AND 20 ON THE REAR.

FINALLY, ADJUST THE EMERGENCY BRAKE ACCORDING TO THE SHOP MANUAL. THIS SHOULD RESULT IN FACTORY NEW BRAKE PERFORMANCE.

from Tidewater Corvair Club "Smitty"

FIVE YEARS AGO IN THE JOURNAL

THE MARCH 1983 JOURNAL FEATURED A RUST REMOVAL TECH TIP. ISADORE KROUSE AND DICK BRIER INTRODUCED NEW MEMBERS AND THERE WAS A VERY INTERESTING 67 FITCH SPRINT FOR SALE IN THE CLASSIFIED SECTION. TOM KRESS KEPT US UP TO DATE ON THE UPCOMING AUTOCROSS SCHEDULE. BOB AND BETTY ASHWORTH ANNOUNCED THE UPCOMING PRIVATE TOUR OF THE ARDEN TROLLEY MUSEUM.

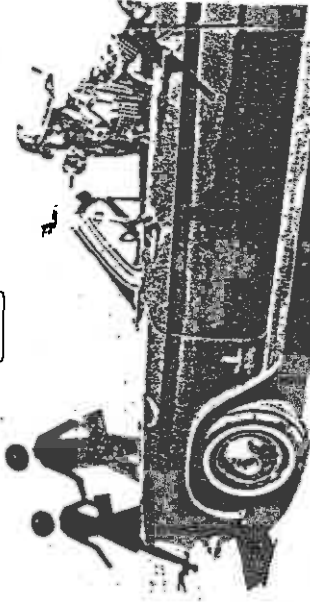
AL FRIEND

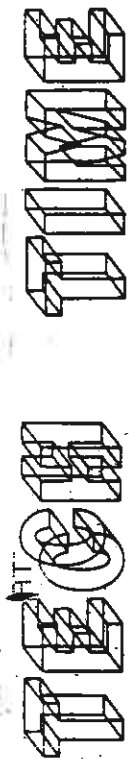


Motorist and
profile people
meet at
crosswalk.

Postcard by Tom
Sadowski Films,
P.O. Box 111211,
Anchorage,
Alaska 99511.

Send 50 cents for
each card, plus a
SASE.





**HARMONIC BALANCERS DEVELOPING
SPLIT PERSONALITIES**
John Hinton

What is a harmonic balancer? It's the crankshaft pulley at the rear of the engine which drives the fan belt. Now, there are some Corvairs that don't have harmonic balancers, but plain pulleys. The difference can be seen with a quick look. Harmonic balancers have a thin strip of rubber inlaid, approximately one inch from the edge of the pulley. The other pulleys don't. 110s, 140s, and 180s usually have harmonic balancers, others usually don't. Check anyway, because many were put on cars later.

That thin strip of rubber is what makes the harmonic balancer. This strip is pinched between a hub which bolts to the crankshaft, and an outer ring which has the y for the fan belt.

Why do these cars have this? Each time a cylinder fires, the crankshaft twist at that point. When the push of the piston stops, the crank vibrates, somewhat like a bell. This vibration causes undue stress on the crankshaft. Over the years it can and will cause the crank to break. The 145 cid, pre 61 engines evidently didn't have the same problems due to the shorter stroke. Also, GM must have decided the 55 hp engines wouldn't be run as hard and wouldn't need one.

A harmonic vibration is a multiple vibration. It is not a single back and forth motion. It is a combination of two or many more back and forth motions. Most of the harmonic vibrations on the crank are torsional or twist vibrations. The rubber acts as a dampener for these vibrations. Kind of like putting your finger on a ringing bell.

Unfortunately, GM had a problem designing a harmonic balancer which would last. The rubber eventually allows the outer ring to slip on the inner hub. This throws off the timing marks, or the outer ring can slide back into the oil filter. This can cut the filter causing a loss of all oil.

In order to check to see if your balancer is still good all you need to do is: 1) Check to see if the face of the inner hub and the face of the outer ring are in the same plane, or are flush with each other in the front. 2) Look for little notches next to the rubber, on the hub and the ring and make sure they are aligned.

Dale Manufacturing is rebuilding harmonic balancers. He is using the high-strength silicone rubber bonding technique. I think this is a fairly new product and I don't know of anyone who has one. However, Dale Manufacturing's other products are very good. Especially the bolted flywheels. The cost for having your harmonic balancer repaired is \$17.95. Much Cheaper than a new balancer.

So, get out there and check your harmonic balancers...

**Courtesy "Vair Essentials," Shenandoah Valley
Corvair Club, April, 1980.**



Listed are results taken from "Old Cars" for the last six months of 1987. Obviously, some listings are not correct - but that's the way they're listed !!

YEAR	MODEL	CLASS	PRICE	YEAR	MODEL	CLASS	PRICE
1965	Corva Conv.	4	\$ 3800	1963	2-dr H.T.	3	\$ 1800
1969	Monza	2	5000	1963	Monza H.T.	1	3800
1964	Monza Conv	3	1600	1964	Monza	2	1900
1965	2-dr H.T.	3	1300	1963	Monza	2	\$ 3100
1965	Greenbrier	1	5500	1963	Conv	2	4500
1986	Corva Conv	1	\$ 5100	1965	Corva Conv	2	1900
1967	2-dr H.T.	3	1300	1965	Corva Spyder Conv	2	3800
1966	Corva Coupe	2	3500	1969	Monza 2 dr	2	\$ 1250
1961	Coupe	3	\$ 1200	1960	2 door	3	\$ 2400
1965	Corva Conv Turbo	2	6900	1960	Albuquerque, New Mexico		
1960	500 Coupe	2	\$ 1450	1963	Chev Corvair	3	\$ 1250
1965	Corva	3	1000	1965	Monza Conv	3	\$ 1900
1960	Tulsa, OK			1965	500 Sport Sedan	3	1150
1960	2 dr	3	\$ 1200	1967	Monza Conv (140)	3	3100
1963	Conv	2	2500	1969	Monza Conv	3	4200
1964	Conv	2	2900		Tulsa, OK (James Leake)		
1965	Conv	3	2200	1966	Conv	1	\$ 3800
1965	Show Van	2	4500		York, PA		
(Mid-Engine 350)				1962	900 Coupe	3	\$ 400
1966	Corva Conv	2	5500	1964	Monza Conv	2	2150

CORSA Merchandise Order Form

Item	Number	Price	Amount	Circle Size, Style, Color, etc.
CORSA logo Key Chain		\$2.50 each		
CORSA T-shirt — CORSA logo in color (please indicate size)		\$6.00 each		S M L XL
CORSA Golf Shirt — CORSA logo in white shirt colors: red or blue (please indicate size)		\$10.00 each		With Pocket Without Pocket Red Blue S M L XL
CORSA Sweat Shirt — CORSA logo in color (please indicate size)		\$10.00 each		S M L XL
CORSA oval logos		\$1.75 each		
Patches		\$.50 each		
Window Decals (inside application)		\$.50 each		
Window Decals (outside application)		\$7.00 each		
Magnetic Signs (7" x 10")				
CORVAIR AFFAIR by Mike Knepper limited edition to CORSA members				
Profit from the following items should go to which fund?		\$12.50 each		<input type="checkbox"/> Racing Fund <input type="checkbox"/> Museum Fund
CORSA Cur-away Drawing (11" x 17")		\$1.00 each		
CORSA Cur-away Drawing (16" x 20")		\$2.00 each		
		SUBTOTAL		
		TOTAL		

Mail form, along with check or money order made payable to CORSA Merchandise to:

CORSA Merchandise, c/o Ward Bourgondien, 8110 Carrollton Pkwy., New Carrollton, MD 20784

Name _____ Membership Number _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____ Amount Enclosed _____

CORSA Tech Guide Order Form

Edited by Larry Claypool and Clay Wispell
 A must for the do-it-yourself Corvair owner!

Number of Tech Guides	Price each	Postage and Handling
1-4	\$19.95	\$3.00 per copy
5	17.95	5.50 per order
6-10	17.95	8.00 per order
11-15	17.95	10.50 per order
16-20	17.95	13.00 per order

Five or more Tech Guides are shipped UPS, no P.O. Boxes, please. Mail order form together with a check to: CORSA Tech Guide, c/o Robert Blissard, 12403 Barryknoll, Houston, TX 77024.

Name _____
 Address _____
 City _____ State _____ Zip Code _____
 Phone _____ Quantity Ordered _____ Amount Enclosed _____



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
 P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-6241

Membership Application

Last Name _____ First Name _____
 Street Address _____
 City _____ State/Prov _____ Zip Code _____ Country _____
 Telephone Number _____ Occupation _____

Fee Schedule

- 1 year membership \$25
- 26 month membership 50
- 1 year Canadian membership 28
- 26 month Canadian membership 56
- 1 year overseas membership 38
- 26 month overseas membership 76
- Museum Fund Donation min. \$1
- Racing Fund Donation min \$1

Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

Racing Fund

This fund provides cash prizes to winning Corvaits entered in national open class racing.

*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to: CORSA, Inc., P.O. Box 550, Midlothian, IL 60445-0550. There may be a four to six week delay before you receive your first "CORSA Communique".

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

- How did you hear about CORSA? _____
- What is your primary interest in Corvaits? (Transportation, restoration, etc.) _____
- How many Corvaits do you have? Running _____ Restorable _____ Parts cars _____
- Are you a long time owner? _____ First time owner? _____ Previous owner who has reacquired a Corvair? _____
- Approximately how many Corvair-miles do you drive in a year? _____
- Do you do your own mechanical work? _____ Body work? _____ Major _____ Minor _____
- What other cars do you own or use for daily transportation? _____
- What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) _____

Enclosed is a current list of the CORSA chapters (over 120 throughout the world). If you would like further information on the CORSA chapter nearest you, please check the box and write the number of the closest chapter. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

I would like to be contacted by the closest CORSA chapter. I belong to # _____ CORSA chapter.
 Sponsor _____ CORSA ID # _____

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.



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 Western PA. Corvair Club
 634 Arden Lane
 Pittsburgh, PA 15243

MEETING HELD
 4TH TUESDAY
 EACH MONTH
 8:00 P.M.

GOOD SHEPHERD
 LUTHERAN
 CHURCH

OLD WM. PENN HWY.

SCHOOL

RT. 48

PGH.

PARKWAY BY-PASS

MONROEVILLE
 EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

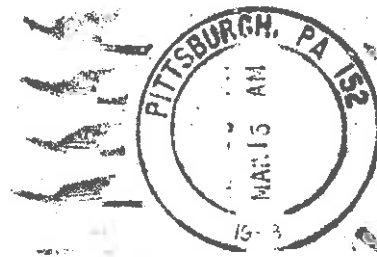
BUS. RT. 22

MURRYSVILLE

HOWARD
 JOHNSON'S

TURNPIKE
 EXIT

RT. 7



Dec 12, 1987
 Pennsylvania

FRIEND AL & CAROL
 3677 FORBES TRAIL
 MURRYSVILLE

PA
 15668