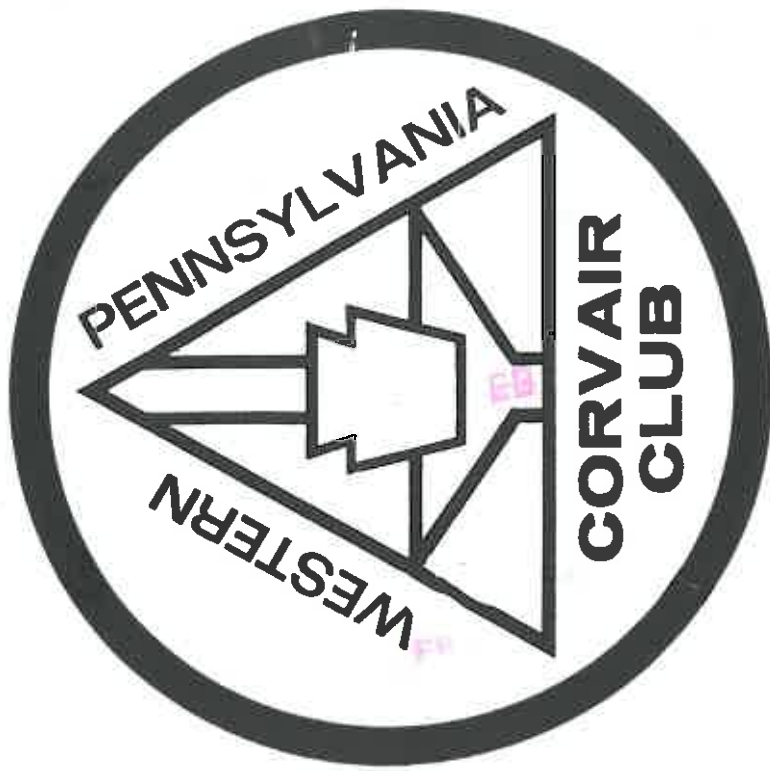


THE VAIR STREET JOURNAL

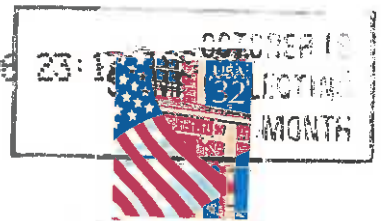
WESTERN PENNSYLVANIA CORVAIR CLUB

OCTOBER 1996

OCT 96



150
% Vaun Hamlin
564 Somerville Drive
Pittsburgh, PA 15243



AL AND CAROLE FRIEND
3677 FORBES TRAIL
MURRYSVILLE PA 15668

OCT 96



Minutes of September meeting - Murraysville.

Reports on parades attended by W.P.C.C.

35 members/guests attended the meeting - very good!

Report on the Steel City Classics show was given.

Jan Fabyonic thanked everyone for their cards/calls/prayers during/after her recovery.

The October 12th. bus trip to Harrisburg was discussed and reported the bus is full. W.P.C.C. got help from Ray Ford to oversee the trip.

Bill Artzberger reported on the good progress of the new Transportation Museum.

Whitney Snyder's recovery from illness (doing well) and an idea of a tour of his personal museum was suggested by Bill Artzberger.

Dave Fabyonic invited people interested in seeing the latest Frank Lloyd Wright house to be opened to the public, could go with the M.B. club on Oct. 27th. 'Kentuck Knob' reservations via Dave- 327-7361. Approx. \$15. + lunch.

W.P.C.C. Christmas party reminder- Paule's Lookout on Dec. 14th. if you want a good time/meal!

Vaun Hamlin will attempt to have a newsletter out to the membership, monthly, hearing agreement that it may be one sheet. The information has to come from the member and you have heard before, send your thoughts/ideas to Vaun if you want to see a newsletter.

NEXT MEETING - Hoss' in Moon Township. Why not mark that date NOW and join us for good food and fine fellowship. NOVEMBER 26th.!!!

We asked for your help with the newsletter and Rich Panizza sent in the following.

If you mount two vacuum gauges on the dash, one for each bank of cylinders, you can monitor engine performance constantly. On a 140HP, if you get the readings from the base of each carburetor, a variation can point to a problem.

Please note - An idea from a club member may fit your thoughts, and if so, use it. If it doesn't, drop it. If you have used a vacuum gauge as part of the tune up, you can see merit in Rich's idea.

Do you know that you don't have to wait for a cold winter morning to find out the condition of your battery? The shop that services your vehicle can do a load test on the battery, now, and not wait to find out if it will or won't stand the strain. A 100% battery at 70° temperature will have it's hands full to start your car if the temperature is 20° below zero. Note that if your battery is only 60% good in warm weather, the cold will finish it off. One step farther, the shop can check the charging system looking for problems.

Lucille Treganowan (TANSMISSIONS BY LUCILLE) was a luncheon speaker for Automotive Service Association in Monroeville, 10/11/96. Her fame has spread with her TV program & her many other appearances on other programs and magazine articles. She's a shining example of just one of the 'good' people in the auto repair industry, and she's from Pgh.

A PENNSYLVANIA CORVAIR VACATION

Danny Jones



The Jones' went to Pittsburgh again this year for the Annual Pittsburgh Vintage Grand Prix and Car Show. This year I was determined to drive the Creamsicle no matter what.

It passed the shakedown road trip to Salem, Va and the Vair Fair with only a slight fuel problem. A pre-filter before the fuel pump prevented any reoccurrence. That left me with June and half of July to experiment with carburation. Off came the two stock carbs and block off plates and on went the two experimental manifolds and the Holley-Webber 5200's (alias Pinto Carbs). A little bit of tweaking and driving did not produce the effects and results that I had hoped for, so Off came the 2 Pinto carbs and on went a Holley 4150 450 CFM 4-barrel and IECO manifold. Fabrication of throttle linkage 'er cable proved to be a small setback but correctly fixed on the road in Newport News. Once the 450 was bolted on, it produced the tire smoking results that I was looking for. But, at every stop light the car stalled, no transitioning from high speed to idle. No, can't live with this. It was time to visit Auto Zone and pick up a Holley 390 CFM. Bolted on and running with three days to spare. Load up the trailer with parts, tools and luggage and point it northward. A stop in Hancock overnight and continuing westward in the AM.

The mountains were taking their toll on the factory settings of the 4-barrel. The Creamsicle was consuming fuel at an alarming rate. Power decreased, a stop for fuel showed ice forming on the intake runners at 75 degrees ambient. The last 100 miles was torrential downpour. The rains continued in Pennsylvania for two more days. The once watertight Creamsicle was dripping in some strange places. Saturday's Car Show turned out to be an exceptional display of a wide assortment of vehicles displayed in a park setting. The weather cooperated with sunshine mid 70's and a good breeze. The Creamsicle even got a Long Distance award.

On the way out of town due to road construction and flood waters the front spoiler became somewhat stressed by the constant grinding on the pavement. It finally decided to all but remove itself on Interstate 79. I pulled over and finished the task. Sally was grinning, I was grimacing. Back on the road and a noticeable hesitation was beginning to develop.

At the after show get-together that Dale and Ellen Smith hosted, I checked the vacuum advance and discovered the diaphragm was shot. A phone call to Bob Hieber and we were on our way to pick one up. A 110 unit, but it will get me back on the road. Thanks Bob! Food, food, food! that was the order of business and let me tell you Tidewater ladies, there is some serious competition in that department. Anyway after about 3 hours of swapping cop stories the party broke up and all went their own way only to meet again Sunday morning. The Pittsburgh Vintage Grand Prix Patrons Parade was set, Jay and I were lined up with the instructions. Let's see, instruction 1 follow the pace car. instruction 2, have fun, no hot dogging.

Well, I was executing the first part of instruction 2 when the awesome power of the Creamsicle made it evident that the second part of instruction 2 was inevitable. To make this long story shorter, the left axle U-joint popped it's caps and retainers while the car was swapping ends. I limped it off the track and Dale had the car towed back to his house.

We had a wonderful time watching the race I hope that Dale and his family accept my apology for any inconveniences and invite us back, I promise I'll behave next year!

Well, back at the house I had Dad bring me the yoke assembly I brought as a spare. Don't you know that I brought the wrong one. A call to Wayne Jones and another problem was solved. Thanks Wayne. A rather uneventful drive back to Virginia. With the wrong vacuum advance, gas mileage suffered and there was a noticeable problem with timing, but I m presently working it out.

A truly enjoyable vacation in an old car with no major problems. Time well spent with enjoyable people in a great place at a great event. Thanks WPCCC! See Ya next year!