

Published monthly by the Western Penna. Corvair Club, a chartered chapter of The Corvair Society of America. Letters, articles, commentary, and questions should be directed to the editor; Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412) 325-2588.

1. OUR NEXT MEETING:

Our next meeting will be on Thursday, Jan. 13, at the General Motors Training Center in Monroeville. This is our Annual Meeting and is the most important meeting of the year. 8 P.M. Sharp!!

Our good friend Al Thomas has made the Training Center available to us again this month. There is a good possibility that Al will be getting a change of assignment soon, but we would like to keep you in Pittsburgh forever, Al.

First on the agenda will be additional nominations for the 1977 offices, and the election. EXERCISE YOUR RIGHT TO VOTE!!! Nominations so far are:

PRESIDENT - Al Friend

VICE PRESIDENT - Wayne Jones & Dave Fabyonic

TREASURER - Carolyn Sullivan

SECRETARY - Hazel Moore & Judy Jones

Next we will vote on the proposed change to the by-laws. The change was proposed by Dave Fabyonic and is printed at the bottom of this page, along with an absentee ballot. Mail it immediately if you can't attend the meeting.

Also on the agenda will be a lot of advance planning for next years activities including some hard decisions on our Concours. How about another "Frost Across Convoy" this February? Better express your opinion at the Annual Meeting. The new 50 - 50 drawing will certainly be profitable to someone. The tech. topics and Corvair rap sessions will be as informative and helpful as usual.

2. HERE'S A GREAT BIG THANKYOU TO THE 1976 OFFICERS AND BOARD FOR A JOB WELL DONE. WHAT A YEAR IT TURNED OUT TO BE:

We saw a 50% increase in membership; an unbelievable amount of national publicity because of our concourse; the development of a great working relationship with G.M. thanks to people like Al Thomas, Walt Jacobs, Bill & Paul Devereaux, and Don Yenke; an inroad into the world of autocrossing thanks to the heroics of Dave Fabyonic, Keith Lageman, Denny Hamill, and Keith & Norma Murphy; our tee shirts and bumper stickers are now in use throughout the world; and finally, a large W.P.C.C. contingent at the national convention brought home four trophies. Yess, 1976 will be a tough act to follow, but let's give it a try anyway!!!!

"HAPPY NEW YEAR"

IF YOU CANNOT ATTEND THE JAN. ANNUAL MEETING, MAIL THIS BALLOT IMMEDIATELY TO:
AL FRIEND, 3677 FORBES TRAIL DR. MURRYSVILLE, PA. 15668.

PROPOSAL: As a prerequisite to being nominated for the office of W.P.C.C. president, such person must have already served as an officer or board member of W.P.C.C.

YES NO

SIGNATURE _____

3. CORVAIR VALVE ADJUSTMENT by John Greenwald

There are two methods to adjust Corvaire valves, with the engine off and with the engine running. I always preferred to adjust valves with the engine off. I think you not only are able to do a cleaner job (no oil running all over the place) but get a more accurate setting. The manual suggests adjusting with the engine running. So for the benefit of everyone I'll give a brief explanation of both.

With the engine running, back off on the rocker arm adjusting nut until you hear the lifter clack. Then adjust down just until the noise is eliminated. At this point the valve is adjusted to what is called zero lash. Slowly tighten the nut $\frac{1}{4}$ turn and stop to let the engine normalize itself (running smooth) then go another $\frac{1}{4}$ turn and again stop, when the engine again is normalized go another $\frac{1}{4}$ turn. This gives an adjustment of $\frac{3}{4}$ turns for zero lash. Although the manual suggests one full turn, I prefer to stop at $\frac{3}{4}$ turns for normal type driving. Two helpful hints when adjusting with the engine running--Take an old valve cover and cut about $\frac{2}{3}$'s of it off, then install the $\frac{1}{3}$ piece on the lower part of the valve clamp. Also adjust one side at a time, jacking up the side you are working on. These will help to keep the oil from running over the floor.

As I said earlier, I prefer to adjust the valves with the engine shut off and my method is as follows. Take an old distributor cap and cut just enough of the tower end where the wire goes. Install this in place of the regular cap and you should be able to see the rotor as it turns while turning over the engine. Turn the engine manually until the rotor points at what is left of the #1 spark plug wire terminal. This will assure you that the cylinder is on top and both valves are closed. Remove the valve covers and starting with #1 back off the adjusting nut until you are able to feel free travel between the rocker and the valve. Now tighten the adjusting nut until you can feel this free travel is gone. Now adjust down $\frac{3}{4}$ turn and repeat this procedure with the other valve of #1 cylinder. All that remains to do is to turn the engine in the proper direction and follow through the timing order adjusting each cylinder as you go. When through replace the valve cover gaskets with new and install the covers. This procedure will give you one accurate valve adjustment without the oil spilling and squirting all over the place. TWO things to remember, 1st. The engine must be in correct time; 2nd. It also should be at operating temperature.

John Greenwald

4. 1977 W.P.C.C. DUES

Yes, it is due now, send \$6.00 for each master member and \$3 for additional immediate family to:

Mike Sullivan, Treasurer --- Checks payable to W.P.C.C.
R.D. #2, Box 411-A
Saltsburg, Pa. 15681

Corsa dues has now been raised to \$12 (\$10 if processed through a local chapter). Corsa is not on a calendar year bases. When your subscription is up, they will send you a renewal envelope. Fill it out, enclose a \$10 check PAYABLE TO CORSA and mail it to the treasurer of W.P.C.C. Reminders: All local chapter members are required to also belong to Corsa, since we are a chartered chapter of the national organization.

5. THE DECEMBER MEETING AND CHRISTMAS PARTY.

A great time was had by the seventy plus people who attended the gala affair. Seventy people is a tremendous turnout for any club. Many new faces appeared along with a few familiar faces that have been missing for awhile. We got to know each other a lot better, and that, my friend, represents the most important building block of a successful club. More such get togethers are a must.

The buffet was absolutely delicious, and Bob & Jan, the owners of the Plug & Piston went out of their way to make everything perfect for us. We especially appreciated Bob's Jimmy Carter and Richard Nixon false faces. Dave Fahyonic admitted that the gorilla in the corner was a distant cousin! We also noticed that Joe Buffer can't carry a tune in a bucket no matter how many drinks you give him!

After gorging ourselves, we passed the gifts back and forth until Ivan and Tom Watt stopped the music! Ivan and Tom then led the group in the singing of Christmas carols, and it really did sound good, especially Silent Night. Ivan has a way of bringing the talent out of a group. Before we knew it Jan Schoeneman was singing a beautiful solo, and then Tom Watt did a ballad that sounded as good as a John Denver record. Then Bates Murphy showed us that he too could sing, and the Weitzel children concluded with a family number.

Many outrageous presentations were made; complete with suspense music and the various winner's names presented in sealed envelopes.

Judy Mihalek did a great job of selling 50-50 drawing tickets. Ken Boice won the \$21 pot! Jay Weitzel won a Corvaire bumper, donated by Paul & Jan Schoeneman; and Wayne Jones won a fifth of Cutty Sark donated by the Plug & Piston. Twenty-one dollars also goes into the treasury; let's have a 50-50 drawing at every meeting!

It was a great turnout, but we have 120 members, why in the world do so many of you stay away??

6. HOW ABOUT A FEBRUARY FROST ACROSS CORVAIR CONVOY!

Breaker-breaker - did you know that the temperature inside the Indian Caverns at Spruce Creek, Pa. is 56 degrees all year round? Tap Four Good Buddy - so what! So - why don't we pray for snow (fewer water-pumpers on the road) and rear-engine it up and down those mountains all the way to Spruce Creek? After "caving it" for 40 minutes or so there's a nice Red Bull Inn at Duncansville that would be ideal for dinner and a brief meeting. How about Sunday, Feb. 13th as a tentative date? Let's talk about it at the annual meeting.

7. CORVAIR CLASSIFIED

- 60 Monza cp, auto, black/red, gas heater, 27,000 mi. (a show stopper)
\$3,000 - firm ALSO
 - 65 Corsa conv, no rust, turq, bik. top, new tires, pressure plate & clutch,
\$1,850 - firm. -- Bernie Weiers - 539-8157
 - 66 Monza cp, auto, green/green -- Geo. Snaely - 793-7136
- New set of Lakewood real coil springs (the heaviest duty made for early models) Will fit all early models. \$10 -- Al Friend - 325-2588

8. THIS & THAT

1. Our tentative new meeting place is still under construction. It is the new Savings & Loan building going up on Rt. 48, just past the first red light after turning south from Rt. 22. Watch the Newsletter each month for meeting location.
 2. Came across an interesting tid bit while reading the American Sports Car column in "Old Cars". It seems that when GM's new sports car prototype was ready for the 1953 Motorama, the first name picked for it was Corvaire!! But it was changed to Corvette for the Motorama. "It was named after the trim, fleet naval vessel that performed heroic escort and patrol duties in W.W.II."
 3. Tom Watts' fine article that appeared in our Nov. Newsletter was picked up by Scotty Smathers and appears on the last page of the Nov. Communique's.
 4. An unidentified member deposited a partially completed Corvaire cross-word puzzle in our mailbox. I think it is a great idea, but I just don't have time to draw and complete it. If you would identify yourself I'll supply you with printable paper so you can complete a puzzle in black ink and then we can include it in a newsletter. (Al - 325-2588)
 5. Judy Mihalek gave me a state application form, for special license plates (Nader, Vair, Monza, Corsa, etc.). The cost is \$20 in addition to the regular \$24 registration fee. Call Al Friend if you would like an application.
 6. Correction to our Corvaire Specialists list published in the November Newsletter. Change Bill Schmiedlin's phone number to: 375-5464. (His home number)
 7. At the Christmas Party we collected \$38 for Children's Hospital and then added \$25 from the treasury for a total of \$63. This was presented to Jack Bogat of KDKA by Al Friend in behalf of W.P.C.C. Our usual challenge went out to the other clubs to match us, and a good conversation took place on the radio. Jack cracked up when Al told him that "You're always ahead with your engine behind."
 8. Don't forget that the Friends of Corvairs are planning their mini-convention over Memorial Day Week-end. They really helped to make our show a success, let's back them. Look for registration form in future Communique's, and register early!
 9. Heard from the Washington, D.C. Club. They are planning something special in June, and would like W.P.C.C. to participate. More about this at a later date.
 10. Wayne Jones has been working on a binder to hold Newsletters, the Quarterly, and Communique's. He'll bring his ideas to the January meeting. We'll discuss it there and make suggestions. What better way to keep all your Corvaire info organized and close at hand?
- WANTED: Anything of interest to W.P.C.C. members, ideas or articles, to put in our Newsletter. Al has put many hours into making the Newsletter worthwhile and really deserves our thanks for a great job. So let's help him. If you have an idea, would like to write an article, or have something to submit, let Al know. He'll really appreciate your help.

Judy Jones