

1. OUR FIRST AUTOCROSS

Pick up the phone and dial OUR GARS right now! You'll hear about WPCO's first autocross that we are co-sponsoring with The Competition & Touring Sports Car Club, thanks to Walt Matenkosky. Plan on next Sunday at the North Park swimming pool, 11AM registration, 12 noon start (Nov. 2). Our name is going out to the world, so please come with your Corvair, even if just to watch. C&T is doing everything, we just provide some workers, which should be fun. A FEW RULES: 1960-69 Vairs must have camber compensators. 1964-69 OK stock. Must have a muffler & minimum of 30 lbs. pressure in the tires. Therefore put 30 lbs. in the front & 43-45 in the rear. (Maintain differential listed on glovebox door.) This may be debatable, so arrive inflated but bring a tire gauge. Bring a helmet if you have one. (loaners available). Come on out & try it. You won't be the only novice, by a long shot! See Darryl Hamill's autocross prep tips in this issue.

2. CORSA EASTERN REGIONAL REPORT

We were represented in Limerock, Conn. by the Rev. and Mrs. Burkhalter with their beautiful dark green 69 Monza convertible which took third place honor in late model concours competition. Walt Matenkosky brought home a first place trophy with his immaculate 62 Greenbrier. Walt also received 3 peoples choice votes, which ain't bad for a truck. Congratulations gang and thank-you for holding up our name in national competition. We should all be thinking about the 76 National Convention next July in Philadelphia. Is your car going to be ready in time?

3. THE NOVEMBER MEETING AT THE G.M. TRAINING CENTER

Write two items on your calendar right now: The Sunday Nov. 3 autocross, and the Thursday Nov. 6 meeting. Arrive as close to 7 P.M. as possible for the 8 P.M. meeting. You will be treated to a tremendous array of Corvairs. It is even rumored that, if the humidity is low, Al Friend's betterhalf, Carole will bring out her 4,000 mile 69 Monza. We hope to have Bob Miller in attendance with his trophy winning 5,000 mile 69 Monza and John Getz with his mid-engined Corsa. Also expect to see Ivan's white Corsa, John Greenwald's red 64 convertible, the Sullivan's new Corsa, and the two Limerock winners. Please bring a Corvair of any kind and condition, if at all possible. This meeting is being announced in the classified section of the Sunday Press.

We plan to keep the business meeting very short, using the time to carry on an informal seminar with the GM people and to view any Corvair movies they may have for us.

The Training Center is across Business 22 from Sears in Wilkins Twp. (Monroeville). Coming from Pittsburgh, leave the Parkway at exit 14(Monroeville), Proceed straight ahead on 22 for about 1 1/2 miles, Sears will be on your right, the GM Center on your left and up a hill. Coming from Freeport, take 286 and merge into 22 West, straight ahead, past the Mall, Sears will be on your left, the GM Center on your right and up a hill. LEBACHBURG AUTO PARTS WILL DONATE SEVERAL AUTO RELATED DOOR PRIZES.

4. SUMMARY OF OUR LAST MEETING

Again starting on time we dove right into old business with a discussion of the Nov. meeting and Ivan's car show. Bill Davaresaux, our film sponsor, is going to try to make the Nov. meeting, and Ivan is going to try to get a date after the 77 new cars are introduced. Elections are coming up-nominate at Dec. and Jan. meetings, and vote at Jan. annual meeting. Proposed amendments for changes in the by-laws must be brought up at a meeting and published in the newsletter: These two proposed amendments were brought up: (1) WE WILL BOND OUR TREASURER STARTING IN 1976 (2) NEW MEMBER DUES WILL BE \$6 UNTIL MID-YEAR, THEN REDUCED TO \$3 THE REMAINDER OF THE YEAR. These and any other amendments will be discussed and voted on at the January annual meeting. We have \$229.29 in the treasury after paying all outstanding bills. Frank and Audrey Wyszewski won the monthly drawing (\$14) but were not present so the pot carries over.

Our film secretary donated two Fonderess Sinclair Steaks which were raffled off and won by Walt Matenkosky. Thank you Rich Leary.

5. ADD THESE NEW MEMBERS TO YOUR ROSTER - NOW

Keith Murphy
1698 Golden Mile Hwy.
Rt. 111, Monroeville, Pa. 15146
327-6464

Mr. Lou Weitzel
701 Scott Ave.
Glenshaw, Pa. 15116
486-2960

L. Jay Weitzel
Box 905
Indianola, Pa. 15051
767-5351

6. COVERED BRIDGE CARAVAN REPORT by AL Friend

We arrived at Kaufman's lot about 12:45 and couldn't believe our eyes; what a turn out! Fantastic! Would you believe about 500 cars!

The nerve of those people, holding a flea market during our caravan kickoff. Oh well, we finally flagged down the Sullivans' after six laps around the flea market, and we were off across the Turnpike. Did we ever tell "Joe Public" in no uncertain terms that the Corvair is alive and well in Western Pa. Mine "Vairo" and the Douglass' new Monza. (The water-pumper type). The Claver's white Corsa displaying the club name across the back window brought up the rear, and we were spear-headed by three identical bright red late model coupes. Walt's Greenbriar and "rare" Lakewood wagon driven by Curt and Chris, really got their attention. We noticed a lot of cheering as they read the "Ralph the" sign on the lead car!

We were in for a pleasant surprise at the Somerset Holiday Inn, as three more beautiful Vairs were waiting to join up; the Burkhalter's 69 convertible, the Leary's new blue 65 coupe, and a powerful mid-engined Corsa owned by prospective member John Gets. Joe Brenneman, Staff writer for "The Laurel Highlands Scene" magazine joined us also. Fourteen cars long, now, we miraculously stayed together through Somerset and all the way to Trostletown Bridge. We were quite the hit going through little mountain villages who never had a fourteen car traffic jam before. People just stopped in their tracks and stared with their mouths hanging open.

After everyone drove through the bridge and took pictures the Vair parade cut out for New Baltimore. However, we lost more cars on this leg than we do on George's rallies. Well, most of us saw New Baltimore Bridge while the others toured beautiful downtown Bedford by mistake. Having lost a lot of time (and cars) we decided to partake of a feast and left the beautiful Packsaddle Bridge with its waterfall for another day. Just like a precision drill team we pulled into the Oakhurst Tea Room at exactly the same moment as the Bates Murphy led Bedford contingent.

Let me tell you, they didn't make any money on us, I swear Jim Stokes ate a whole side of beef! Over coffee, we more or less decided to return to Packsaddle Bridge when it is covered with snow and the waterfall frozen. Plan on it this winter.

7. AUTOCROSS PREP TIPS BY DENNY HAMILL

In case you are not aware already Denny is a very successful Corvair driver who gets Porsche's alive. File this information away and do not misplace it. If you're not interested now, you may be someday. If you need clarification or wish to proceed beyond this introduction to autocross tuning, call Denny at 741-4325

	1960-64	STOCK	1965-69	AUTOCROSS
FRONT SUSPENSION:				
CASTER	12° (+0° - 1/2°)		+3° ± 1/2°	1250-69 +4° to +5°
CAMBER	+1/2° (± 1/2°)		+1° ± 1/2°	-1° to -2°
Toe-in	3/16" (+0° - 1/2")*		1/4" **	Same

* For Wheel

** Total

Additional positive caster will increase the steering effort slightly but increases the self-centering ability of the wheels for faster maneuvering.

Negative camber (top of wheel tipped in) increases ability of tire to hold in a corner before breakaway occurs. Car will corner at higher speed vs. standard setting.

Toe-in (pigeon-toe effect) compensates for the fact that rubber suspension bushings compress under the load of the car moving forward. When the car is moving toe-in is eliminated & the tires roll straight ahead.

(continued)

REAR SUSPENSION:

	STOCK		AUTOCROSS	
Tos-in (A)	1960-64	1965-69	1960-64	1965-69
CAMBER	0" - 1/4"	1/4"	0"	0"
	**	+1° ± 1/2°	**	-1° to -2°

(A) Under no circumstances should toe-out be used on a Corvair. Uncontrollable oversteer will result.

* Total

** Cannot be adjusted without cutting springs.

TIRES: Best for street or autocross are B.F. Goodrich Radial T/A either 50 or 60 series. Pressures are best set when cold (driven less than one mile). Add at least 5 lbs. to the owner's manual specs, as a good starting point. Try to maintain 7-10 lbs. difference front to rear.

BRAKES: Make sure you can make a straight, hands-off, stop from 10 or 15 MPH. If not adjust, manually, all 4 brakes for equal drag. Try hands-off stop again. If car still pulls to one side, a wheel cylinder is leaking, a drum is scored, or a lining is worn out. FIX IT!

SHOCKS: Use heaviest-duty you can find or afford - Delco, Roni, Sears, Bilstein, etc.

ENGINE TRICKS YOU CAN DO:

PISTONS: Gap at .028" to .030" Always use torque wrench (20 ft. lbs.)

POINTS: Dwell meter - 34° to 36° Feeler gauge - .014"

Lifters: Can be adjusted so pump up doesn't occur until about 6000 RPM. Warm engine, remove valve cover, back off adjusting nut until slight clatter occurs, turn down very slowly until clatter stops, then turn down an additional 1/4 to 1/2 turn. Do one side at a time to prevent oil loss.

TIMING: An additional 1° - 3° of timing can generally be added for short duration events. Reset after event. Suroco 260 should be your fuel - will allow more advance before ping occurs.

Carbs: Check float levels. Jets are .048" to .050" stock - can be drilled out to .045" to .056" & replaced. Check that full throttle at the pedal is full throttle at the carbs, butterfly should be straight vertical. Run event without air filter.

FAN BELT: Try to loosen to point where it slips a bit without coming off, saves a few HP.

WEIGHT: Toss out all loose items - spare, jack, & handle, tools, floor mats, etc, etc. Light cars accelerate, brake, & corner better than heavy cars. Carry minimum fuel load (2-3 gallons of 260)

FOR SALE

Vair 140 powered Avenger GT cp. on mid-engine autodynamics tube space frame. All the goodies to bring it up to 240+ HP. Set up for autocrossing, but have all components to make street legal. \$7500 invested. Make offer. Trailer available.

Paul Riffle 381-9488

(Why not let us see it at the Nov. meeting, Paul?)

66 Monza 19,000 miles, been repainted. Lance Funderbrik W&J College. 228-1441 x-230

63 Monza Cp. auto. red. new tires, battery, shocks. restorable piece. Call Wayne Jones

382-2109 after 6