

S E P T E M B E R, ' 1 9 9 3

MINUTES OF WPCC MEETING

August, 1993

LOCATION: Lake Raystown Resort and Lodge

OFFICERS PRESENT: Don Baker, President
Carole Friend, Treasurer

BOARD MEMBERS PRESENT: Vaun Hamlin
Wayne Jones
John Sweet

The meeting was called to order by Don Baker at 10:30 a.m.

The minutes of the July meeting at Rizzo's were approved as read.

NEW BUSINESS:

Upcoming events were discussed:

September 18 (Saturday) Make-A-Wish Hot Air Balloon Festival at Hartwood Acres. Reported by coordinator Hal Goff (653-6061). Get there early (by Noon). Balloon rides at 3:00 p.m. Balloon races at 5:00 p.m.

October 9 Hershey Car Show, etc. Contact Dick Brier (561-4591).

October 10 Run down Historic Route 40. Coordinator Laurie Maglietta (228-4632).

OLD BUSINESS:

Vaun Hamlin praised the quality of the entertainment trio at the Hoe-Down Dinner last night and started a collection for a tip for the singers. Hal Goff also passed the hat later. Total collected: \$77

WPCC member Dan Jones and family from Tidewater Corvair Club extended official invitation to all to come to next year's (1994) National Convention in Williamsburg, VA, July 23 through 30.

Adjourned 10:47 a.m. — Motion by John Sweet, Second by Bill Artzberger

Don Baker

TREASURER'S REPORT

August, 1993

\$ 271.44 Starting balance as of 8/1/93
31.00 Credits (new members & late-paying regulars)
2,692.00 Credit (collected for Anniversary Event)
12.00 Credit (Clark's catalog sales)
(10.00) Debit (Rent addition for September meeting)
(62.00) Debit (August Journal & postage)
(2,693.42) Debit (Payment to resort)

\$ 241.02 Ending Balance 9/1/93

ACCOUNTING FOR 20TH ANNIVERSARY EVENT

\$2,793.42 Paid to resort for dinners, cruise and entertainment (Including \$100.00 deposit paid earlier in the year).
2,722.00 Collected from participants (Including \$30.00 rebated from AACA for Swigart's dinners). The \$30.00 was collected during September and will appear in September's treasurer's report.

\$ 71.43 Cost to WPCC for event

TREASURER'S REPORT (continued)

NOTE: The Western Pennsylvania Region AACA paid for all of the costume prizes and some of the door prizes. WPCC paid for the postage, printing and the entertainment. Each Club paid for two dinners for our honored guests. Everyone thank Wayne Jones for the "huge" savings on the printing. A special thank you to Wayne and Judy for chipping in their time to help finish up Sunday's centerpieces and decorating the boat. A big thank you also goes to: Vaun Hamlin and Judy Jones for writing the "Journal" articles. To Charlotte Sweet for making the bunny for all seasons' costume prize, and to John Sweet for several door prizes. Al and I really appreciated those who added so much to the spirit of the occasion by dressing up in those original outfits. Above all, don't forget that the whole thing was Bob McCune's idea!!

Bill Artzberger, with help from Irene, put on a Saturday night special old car slide show that will have them talking for years. If you missed this event, you also missed Irene's high school prom picture!! Eat your hearts out!!!

Carole Friend

WPCC DOES IT AGAIN

The week end at the Raystown Lake came and is now just a great memory. It was sad that Bob McCune (who started this) was not able to attend. Hope you're feeling better, Bob!

Artzbergers, Artzbergers, Brills, Don Baker, Friends, Fabyonics, Gundlachs, Goffs, Hamlins, Joneses, Risings, Sweets -- names all familiar at events. Another thing -- everyone but Jim and Sandy, Wayne and Judy came in Corvairs -- even the Prez, who hitched a ride with the Brills. Not only did WPCC have 26 people, nine Corvair members from Ohio joined us (all in Corvairs; three rampsides, one loadside [one named "Big Orange" - figure out why? Maybe the color had something to do with it!]) They were something to admire.

The ACCA people came in a great variety of cars: Fords, Chevies, Olds, some really sharp cars. We made quite a spectacle going down the highway and attracted lots of attention in parking lots. Our first stop was at the East Broadtop RR. Everyone got to ride just like our ancestors did. Believe me, I will take our modern means of transportation. Ask Charlotte how I washed the soot off her!

Then it was off to Swigart's Antique Auto Museum. We were greeted by Bill and Pat Swigart, who were gracious hosts. They opened their doors to the group, not only to enjoy their collection of cars and auto-related objects, toys of yesteryear and to enjoy the "air, but best of all -- to savor Pat's famous punch. If you are ever up that way, STOP IN -- you will not be sorry.

Next stop.-- Raystown Lodge. After checking into very, very nice rooms (overlooking the lake), people changed into their Western garb and headed to the tent for our Bar BQ. Upon arrival, we saw the people moving everything from the tent to the restaurant area. Seems they realized Al and Carole were coming when it started to thunder, and they ran for cover. We ended up in a very nice air-conditioned room with NO rain. Everything was better than described -- the food, the entertainment (Raystown Players - two young men and a girl who sang and danced), and, of course, the company. It was fun to see everyone dressed in their Western outfits. Prizes were awarded, and our own Mr. & Mrs. Hamlin were judged the best couple. Again, our thanks to Swigarts, who donated prizes for this event, and the Harpsters from Evergreen Farms, our hosts Sunday afternoon. Thanks, also, to Charlotte Sweet and the ACCA Club for prizes.

Later that evening Bill Artzberger put on a great old car slide presentation of some very old (antique) autos, and one of Irene's pictures. WOW!! If you get a chance to see Bill's show, do it. Even if you don't like cars, you might catch a glimpse of Irene (that is if Bill messes up again!).

By this time it was quite late, and it had been a very long (but enjoyable) day. Next morning everyone was up bright and early. Seems it was car tune-up time, and Vaun Hamlin and John Sweet were under a car on which John had just completed rebuilding the turbo engine -- just had a couple of valves a little tight. John Gundlach had a little

WPCC DOES IT AGAIN (continued)

miss, so he was checking plugs. Found the culprit, which he changed, but he forgot to connect up the plug wire — well, the fan or belt tore up the wire and distributor cap. Quite a bad situation, but one of the Corvair people from Virginia just happened to have in his little trailer (yes, Corvairs can tow trailers) just what John needed, and the parts were replaced, and varoom — John was ready to roll. This just goes to show that if you are afraid to take your car away from home because of mechanical problems, someone will be able to help. So bring the car!

After breakfast the poodle skirts and other 50's, 60's paraphernalia started to appear; and at 11:00 everyone (74-count) boarded the Proud Mary for our luncheon cruise. The boat was decorated with posters, pink carnations (and Al Friend's white sports coat) and "rock and roll" time was here. The Raystown Players performed again and even serenaded our own Al Friend. Could it be because they realized the time he and Carole put into this 20th Anniversary party for the Club? Also, more prizes and a lot of them were "cows". I wondered why, and after standing watching 80 cows being milked at our next stop, it finally dawned on me (so I'm slow!). And on to our next stop . . .

Evergreen Farms. This place is something else, and again our hosts gave us the grand tour. Wayne Harpster's son gave an accurate and concise talk on how the farm is run. He feels he has it much easier than a lot of other farm hands, as he only works about 10 hours a day. Again, our gracious hosts provided refreshments and entertainment — newborn calves — and not just one. After a few hours, people started to say their good-byes, some to old friends, others to people they had just met and spent a very nice week end with, and the cars started to pull out and head home.

A grand week end, planned with the usual enthusiasm of Al and Carole Friend. No one mentioned the fact that they are the oldest members (and we don't mean age) and most active. Without the Friends, we doubt if WPCC would be in existence. Many thanks to both of you, not just for the wonderful week end and all the work that went into it, but for everything you've done the past 20 (or so) years.

Wayne and Judy Jones

THE 1993 CORSA NATIONAL CONVENTION

Carole and I worked the San Jose extravangaza into a West Coast vacation this year. After a wonderful (and profitable) week in Reno, Nevada, we set sail in our Tempo rent-a-car for a trek across California to San Jose. The first part of the journey was spectacular as we crossed the Sierra Nevada mountain range via the Tioga Pass and Route 120, which took us across the high country part of Yosemite National Park. A trip to remember for sure!

We then dropped gradually down through the foothills in country that reminded us of Pennsylvania. Next, across the Great Valley, where a lot of our fruits and veggies come from.

About two-thirds of the way across the Golden State, we hit the infamous freeway system. At this point we thought it best for Carole to drive and me navigate. Carole wanted to drive in the far left lane, because it was less crowded. I explained, "that is fine, but you must keep up with traffic to stay here". She then decided that 80 MPH+ was too fast for her and the rented Tempo, and moved over.

We eventually blasted into San Jose at a slow 70 MPH+, three lanes over to the right. Finally, with the host hotel in sight, we exited the freeway via a very confusing ramp arrangement. What a relief to be off the freeway, but now we couldn't spot the Hyatt anywhere!! Half an hour later, after touring their airport and half of Silicon Valley, we found ourselves back on the street where the Hyatt was allegedly located. As we both were looking for it on the left, there it went by on the right.

The low-profile, spread-out hotel complex was as confusing as the freeways. After another 15 minutes, we located our room and dragged the luggage in. Wow, the Concours was still in session, but not for long. No time to unpack. Off to see the show Vairs. We immediately ran into John, Gayle and Laura Gundlach. Then a few minutes later, Dick and Marie Dandois. They explained that there were only about 35 cars in the Concours. No wonder — the rest were still looking for the hotel!!!

THE 1993 CORSA NATIONAL CONVENTION (continued)

At any rate, the hotel and the West Coast hospitality were great. There were some beautiful Corvairs, including a cut-down Spyder convertible that we have pictures of. Thursday evening saw all of the WPCC members (except Laura) on a beautiful and romantic dinner cruise on San Francisco Bay. What a big day, and, boy, did we sleep good!

On Friday, Carole and I crashed at the pool, while the Gundlach's braved the freeways to take in Yosemite. Friday evening featured a wonderful Hawaiian Luau at the hotel, as good as any on the Islands.

Saturday took the Gundlachs on a tour of Santa Cruz; the Dandois continued on to Phoenix for business; and us for a drive to San Francisco. The temperature dropped from the mid-80's in San Jose to the mid-50's in the "very cold" City by the Bay. A beautiful city, but so foggy, cloudy, cold and windy. A nice place to visit, but I don't understand why anyone would want to live there! At any rate, the Saturday evening banquet was super. We teamed up with a chapter from North Carolina for the roll call of chapters and made a lot of noise when they called WPCC.

All in all, a wonderful experience, the only disappointment being that Herb and Gay Horn were out of town and couldn't join us.

Al Friend

HANNASTOWN OUTING, August 8, 1993

We couldn't have asked for a more beautiful day than we experienced on our visit to this historical site which dates back to 1773. It is the site of the first courthouse west of the Allegheny Mountains, which was later moved to Greensburg to become the county seat of Westmoreland County.

Our tour guide was excellent, and she explained every feature of each building we entered. Later, she opened the massive log gate to the fort which protected the settlers from the Indians.

Before spending about two hours at the site, we all enjoyed walking up and down the lanes of antiques and collectibles talking with the dealers and perhaps purchasing an item or two.

At 5:00 p.m., we ventured the short distance to Rizzo's Malabar Restaurant in Crabtree for an enjoyable and delicious fine Italian dinner. Those in attendance were: the Joneses, Fabyonics, Hamlins, Brills, Shirley and Allan Krouse, Don Baker, the Goff family and Pat Greenwald. There were three no shows!

Jean & Bill Brill

REMINDER

The September, October and November meetings will be held, as usual, at the Lutheran Church in Monroeville. September 28, October 26 and November 23 we will be at Good Shepherd Lutheran Church at 8:00 p.m. Next year, meetings will rotate between Monroeville and Greentree on a monthly basis.

Dale Smith

SYMPATHY

We all wish to express our sorrow to Al and Carole Friend on the death of Al's father.

MOVIES

Both Jay and I took a stab at the newest Peter Falk movie now being filmed in Pittsburgh. The movie is being shot under the working title "Partners", but this could change. It is set in 1953, 1963 and 1983. If the Lakewood doesn't find itself on the cutting room floor, there could be some great shots in traffic and outside the glass door of a building.

Jay and the MG were also involved. Again, if the editor doesn't get him, there should be a great action scene involving Jay driving the MG, complete with Ohio plates. The casting people scheduled Jay as an extra with a speaking part, but mean old Dad made him go back to school.

As a word of caution, if you do a movie, they will probably artificially "dirty" your car. Get the stuff off quickly -- our Lakewood was "dirtied" about 7:00 a.m. and was on the

MOVIES (continued)

set in 90° sun till 8:00 p.m. The sad result was to remove the stuff a good friend buffed the entire car, and then I had to wax it. WATCH WHAT MOVIE FOLK DO TO YOUR CARS.

RAFFLE

Joe Locke has reminded us about the AACA raffle of the '63 Vair convertible. If you haven't gotten a ticket, now would be a great time, since the car will be given away October 9, 1993.

Contact: Kim Miller
P. O. Box 417
Hershey, PA 17033
(717) 534-2082

Tickets are \$1.00 -- or 6 for \$5.00.

Gee, now that I think about Joe's profession and the use of the word ticket up there, let's all think. At 7:03 p.m. on Friday, September 10, which member was sitting in front of a gray Scott Township squad car?

VISITING MEMBER

The Joneses came to our 20th Anniversary trip, then spent Tuesday evening with us. Apparently they had a super week end. They are really pumped up over next year's National, and Ellen and I volunteered for duty in the hospitality suite. After Columbus, I also suggested Al and Carole would be delighted to help judge. I write to Dan occasionally. Let's develop a list of WPCG helpers for Williamsburg. Back to Tuesday night, Dan and I went, after dinner, to look at the '63 coupe listed for sale in this issue. After we left, he summed up the car with he particularly enjoyed the stucco floor. Drive your Corvairs, take them somewhere.

Dale Smith

CLASSIFIED

Don't put it away broken -- fix those little annoyances now and be ready for next Spring

John Sweet
368-3922

'65 "500", 4-door -- needs work, 28,000 miles -- lots (?) of good parts \$400.00

Bob Zimmerman
327-4366

'63 Monza coupe -- white, fawn interior, new white paint with new interior -- Crager mags, good tires, nice looking car -- loose front end -- \$1,900

Al Hoetzlein
884-3285

Clark's catalogs (full 4-book set) -- Still a couple sets left, \$4.00 cost goes directly to WPCG -- send \$4.00 to Club address. NOW.

Dale 563-4047

Tech Topics

Fire Warning

If your "GEN" light ever stays lit after shutting off the engine, DO NOT LEAVE YOUR CAR without checking out the problem. It may burn up! This condition usually means the voltage regulator has stuck in the closed position. Disconnect the battery cable for a temporary fix, that will keep the generator from burning up, but the real culprit is a faulty regulator. Replace it.

Frank, *The Air Cooled News*, Lowcountry Corvair Association

A REVIEW OF FANBELT BASICS

The fanbelt transmits drive torque so the engine can turn its various accessories. "V-belts" transmit torque by gripping the pulley grooves with their *sides*. If a belt is not tight, and slips, friction between the sides of the belt and the pulley generate heat and noise (belt squeal). This slippage can glaze the sides of the belt and make it slip all the more, accelerating the wear and aging process which will eventually cause the belt to fail. Periodic inspection of the belt(s) in your car should be a vital part of your vehicle maintenance routine. Figure 1 shows some of the belt defects you should be on the lookout for. When you see any of these signs, belt replacement is good insurance. Always replace the belt(s) with ones of the proper width, lengths, and "v-angle".

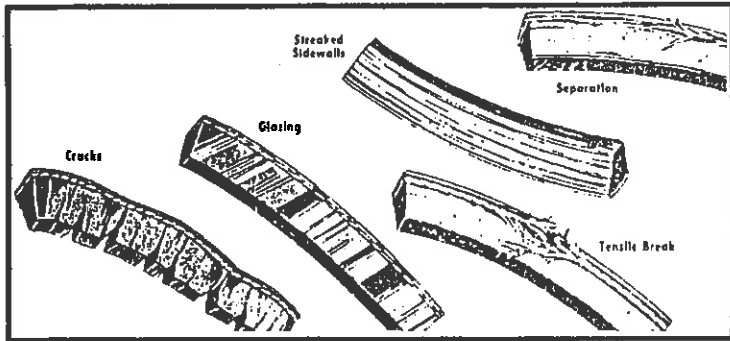


Figure 1

Correct Corvaair belts all have a "v-angle" of 38°, and a width of 3/8" (see Figure 2-A), and they are intended to "ride low" in the pulley grooves as shown. A belt which is too wide or has the wrong angle (see Figure 2-B), will ride too high in the pulley, could prematurely wear out, and may flip off.

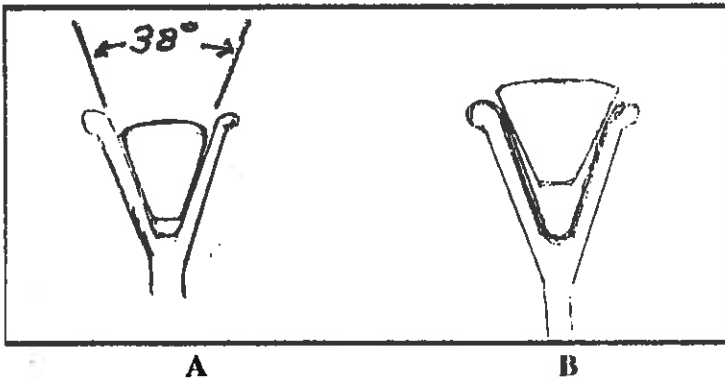
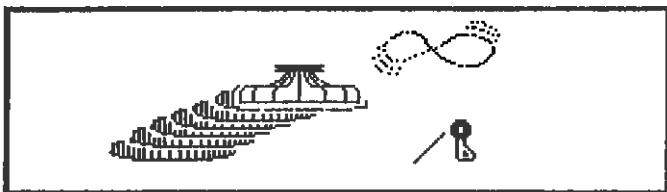


Figure 2

Reprinted in part from *COUNTERMAN*, Larry Carley author.
Submitted by Lew Rishel, SDCC.



AN IMPORTANT GASKET

There are numerous gaskets in the engine, and all are important, of course, but the HEAD GASKET's job is *essential*. It seals the combustion and compression gases where they belong. Any leaks or a failure can have serious consequences.

Sometimes a head gasket might be replaced without considering what might have caused the failure. Replacing the gasket solves the symptom [for a while], but not the cause. Unless the real problem is found and fixed, the new gasket may also fail. Any of the following things can cause a head gasket to fail:

* **LOSS OF CLAMPING TENSION.** This could be from bolt stretch, damaged, dirty, or corroded head bolt threads, or improper torquing (too much, too little, or incorrect torquing sequence).

* **WARPAGE OF THE HEAD OR CYLINDER SURFACE.** *This problem is common with aluminum heads.* They can warp when improperly torqued (as above), or from overheating.

* **EROSION OR CORROSION AT THE GASKET SEAT AREA.** Aluminum expands and contracts at a greater rate than the cast iron cylinders. That [relative movement] can produce a scrubbing action which can wear away metal, leaving a rough surface which may not seal properly.

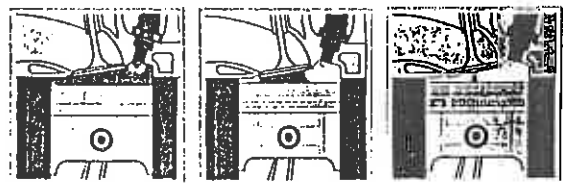
* **DETONATION.** The high pressure hammer-like blows produced by detonation (spark knock) can cause head gasket failure as well as damage to pistons, rings, rod bearings, [and heads]. A build up of carbon deposits on the pistons and in the combustion chamber can raise compression pressure enough to cause the fuel mixture to self-ignite under load. When the ignition wave fronts collide, a hammer-like blow is dealt to the piston - this is detonation. The cure in this case is to remove the deposits.

Excessive turbo boost pressure from a defective or misadjusted wastegate [or restricted exhaust flow in the Corvaair] can also raise compression to detonation levels. And over-advanced ignition timing can be a further cause of detonation [consider the recent case of an incorrect distributor vacuum unit on a Spyder engine which *advanced* timing instead of *retarding* it]

* **EXCESSIVE COMBUSTION PRESSURE.** If the cylinder head has been resurfaced during a valve job or other repair, the reduced volume of the combustion chamber may have raised the compression ratio to the detonation level. Unless a thicker gasket is used, or modifications have been made to increase the chamber volume, gasket failure could occur.

* **IMPROPER INSTALLATION.** Failing to properly clean the head and cylinder wall surfaces; installing gaskets against surfaces which are too rough, scratched, pitted, corroded; incorrect torquing, all can lead to head gasket failure.

Reprinted in part from *COUNTERMAN*, Larry Carley author.
Submitted by Lew Rishel, SDCC.



THE ABOVE TWO EXCELLENT ARTICLES WERE TAKEN FROM THE SEPTEMBER, '93, ISSUE OF "VAIRMAIL" PUBLISHED BY THE SAN DIEGO CORVAIR CLUB.

August 29, 1993

Dear Western Pennsylvania Corvair Club Member,

You'll not receive this now, but while it's fresh in my mind, I'd like to mention my thoughts on this weekend's event.

Bob McCune, a member who has contributed much to our club, I'm told, put the bug in Al Friend's ear (watch how you take that) about an event that the club should put on their list. Was done! Is done!

Many of you have been members longer than Charlotte & I and therefore are more knowledgeable of the club's history. My belief is and my wife agrees that the weekend planned for the club was unbeatable. It was the highlight of the 'Corvair' summer. Twentieth anniversary, yes!

Al, Carol and the Western Pennsylvania Region, AACA planned and executed an event that used every moment of our time, keeping us happy for two days. When we left Latrobe on Saturday morning, we were given good instructions for the whole picture. After a pit stop in Bedford, on to the East Broadtop steam railroad for a neat ride, a lesson in history, and a chance to eat the lunch we took.

From Orbisonia we traveled to Bill & Pat Swigarts Antique Auto Museum in Huntington. It's the oldest auto museum in our country, contains much more than cars, and I don't know who wouldn't like what we were treated to plus the guided tour by the owner. Free lemonade was there for our group, the admission was waved, and we were all given a personal invitation to come back for a second helping.

Next to Raystown Lake, & a clean-up before dinner which was in the lodge. A neat group of youngsters sang and danced for us. The Raystown Lake Players were the icing on the cake. Many prizes were given, too numerous to mention, many of which came from our members. Lastly, Bill Artzberger added the last course with his slide presentation on old cars, plus. You have to see it to appreciate where we are today. A good Grand Finale to day one.

Don Baker, our president, held the monthly meeting on Sunday morning prior to our boarding the 'Proud Mary' where we had lunch, a ride on the beautiful lake which is huge, more entertainment. The table centerpieces at both meals were appropriate & very nice.

Mr. Wayne Harpster personally spoke to us along with other family members who own and manage the largest dairy farm in our state. They milk 3,900 times a day, own 2,000 acres, etc. It's a fantastic operation that's managed in the highest level. Again, lemonade included.

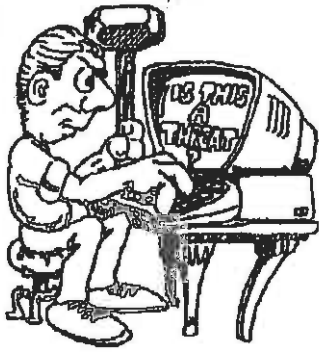
Both the Swigert's and Harpster's were our dinner guests. Their conversations were some added pleasure and understanding.

I may have made some mistakes in this but there were no mistakes in the program. Just ask the Ohio Corvair group that joined us. Yes, there's value in being a member of Western Pennsylvania Corvair Club.

Vaun Hamlin

SEPT. 93 VAIR ST. JOURNAL

Editors Comments...



Ok, so I like to procrastinate, or maybe I just like the pressure. Last weekend was slated as a work weekend to catch up on all the preventative maintenance that I had put off all summer. I

didn't drive the Vair much this year and the necessary things had to be attended to before taking it on about a thousand mile vacation next week. I know the car well by now but somehow that didn't make the tasks ahead of me any easier.

I started by draining the engine oil and transmission fluid. The oil pan gasket that I had put on last spring still was dry so I didn't bother removing it, just took up about a flat turn on all of them and proceeded to do the same with the valve covers. That was about an eighth turn too much for the lower right cover bolt. It stripped out. I got to try out a new thread repair product and it hardened up too fast for me, I ended up drilling it out and rethreading the head.

Since I will be pulling a trailer I opted to change to a folded fin oil cooler. Take it from me, this conversion should be done with the shrouding off. There seems that there is an extra piece of metal on the folded fin that interferes with the top shroud. If you tighten it up at will pinch the cooler and you will smell oil burning in your heater for quite a while.

I then pulled down the trans pan, cleaned it well with brake kleen first, as I didn't want any of the oil and grime accumulated by the leaking O-ring to end up inside. Pulling the pickup screen down at this point results in about a pint of ATF falling on whatever is directly under it. The residue in the Transmission pan was reassuring. No big hunks of metal or wayward O-rings were present, just a thin film of normal accumulation.

I re-sealed and re-installed the screen and pan, then attacked the tunnel pan to R & R the shift cable O-ring. I ran some gauge wires while I was there. Everything buttoned up it was time to refill the fluids and check for leaks. After cleaning the original oil cooler and adding another quart of oil, everything looked good.

Time to move on to bearings and brakes. The front brakes were pulling a little unless you jumped on them hard. A peek under the dust caps on the wheel cylinders confirmed my suspicions that a rebuild was necessary. The aluminum pistons were pretty pitted up. A trip to a few auto parts stores resulted in no replacements. I scraped the varnish off and sanded them back down smooth with 600 paper. I had rebuild kits and installed them after dressing up the cylinders. Since I had the system open, I decided to replace the master cylinder also. The last time I looked I had seen moisture around the base. To my surprise Pep Boys had one in stock for 19.95! It was a good thing I did replace it, as I removed the nastiest leaking master cylinder that I had ever trusted my life to.

The rear wheel bearings were another story, they were replaced about 20,000 miles ago with those stamped steel type that Clarks used to sell. You know, the ones that don't gimbal like the originals. So there wasn't any grease fittings installed like on the cast original conversions. I bought a needle for my grease gun and pried off the rear dust covers and slid the needle under the seal and proceeded to inject clean wheel bearing grease into the bearing. Before long, old black grease started coming out and was being replaced with the fresh stuff. It worked well. I glued the dust cap back on and reinstalled the axle after greasing the U joints. The rear wheel cylinders were still dry, I had rebuilt them last spring.

...So how was your weekend?

Danny

SEP 93 VAIR ST. JOURNAL