

The Vair Street Journal

The Official Newsletter of the Western Pennsylvania Corvair Club

January / February 2016

1966 CORVAIR

COMPLETE GUIDE TO CHEVROLET'S REAR-ENGINE FUN CAR

HAPPY NEW YEAR!



Q: When does 66 = 50?
A: In 2016!

The Vair Street Journal

A Publication of the Western Pennsylvania Corvair Club

Western Pennsylvania Corvair Club

236 W. Marigold Street, Munhall, PA 15120

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ON THE COVER...



2016 marks the 50th anniversary of the 1966 Corvair, so the cover shot from the 1966 dealer brochure seems appropriate. Along with minor trim and hardware changes from the previous model year, 1966 provided the 2nd and final year of the Corsa model and 180HP motor. Sadly, Corvair production #'s were already in decline. According to corvairkid.com, 103,743 Corvairs were built in 1966, less than half of the total made in 1965. Of these, only 7,330 were Corsa coupes, and only 3,142 were Corsa convertibles.

Today, a 1966 turbo-charged Corsa convertible remains one of the most collectable of all Corvairs.



the Prez Sez...

Yup! That's my pic, up in the corner. I would first like to "Thank" those that voted to re-elect me, to what I believe is a 5th term as your President. This however is a First, I was

never Back-to-back President, always every other year - Is there something going on, that I am unaware of? H'mmm!!!!

I have met about half the membership during the past 8-10 years, so they know me, for the rest, I will give you a little background. I am 70 years young, I own a 1966 Corvair Monza, 110 Cpe that my father bought new in 1965. It's been thru the mill, partly my fault. I've been trying to restore it for the last 8-10 years. Finally getting near the end. Hopefully, will have it up and running this spring – keeping my fingers crossed.

I am a widowed father of one – a son. I worked as a Pennsylvania State Police Trooper for 25 years on the Pa. Turnpike. And Yes, I "LOVED" it. Did I ever give you a "present"?? If I did, "Oh Well", I've moved on, hopefully you have also!!

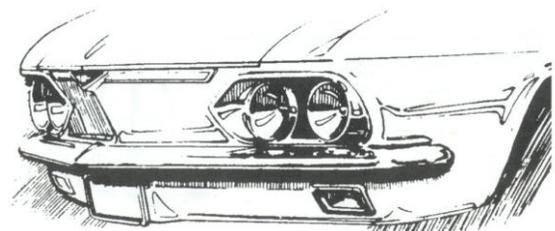
I have been EXTREMELY fortunate, to have had fellow officers of this club, and their significant other halves, guide me thru the process of being this club's President, people like Don and Mary Ellen Cekus, Pat Greenwald, Jim and Suzanne Hetherington, Al Friend, & Luke, you can call him Charles, but he's always Luke to me, To Don Baker, our resident photographer, and to everyone else along the way, THANK YOU!!!

As in the TV series, "Star Trek", we are about to venture into an area we have NEVER been in before. A lot of us have been to National Conventions, but never before hosting one. WHAT!!! You say!!!! Yup! Folks, that's right, we, that is the WPCC or better known as the Western Pennsylvania Corvair Club, is seeking to Host the 2018 National Convention, here in Pittsburgh. The idea was brought forth by one of our newest members, and now the Secretary of the Club – JIM WEPPELMAN, (no small Letters-please). A steering committee was formed, consisting of JIM WEPPELMAN, Darlene Kady – (our Treasurer) Rod Murray – (our New Journal Editor) Kurt Foltz and Myself. H'mmmm, seems like all NEW members, and you would be right. I like to say "NEW BLOOD". And we need it. This committee has been working literally night and day, putting forth a game plan, which boils down to this: WPCC will bring forth a bid to CORSA, which entails, Hosting the 2018 CORSA National Convention, in the month of July, to be held at the Greentree Double Tree. A lot of work was done, BUT a lot more remains. As I have stated before on several occasions, we are going to need YOUR help. More information will follow, on what type of help is needed, but it is never too SOON to volunteer.

The WPCC Board of Directors will be meeting in early February at the North Park Lounge Clubhouse, with the intention of planning this years (2016) events. Just confirmed, Meeting on the 13th at Noon.

Vairing with you,

- *Jim*





UPCOMING EVENTS & ACTIVITIES AT A GLANCE

(Stay Tuned for More!)

March	22 nd	WPCC Meeting, Location tbd
May	24 th	WPCC Meeting, Location tbd
July	12 th -16 th	2016 National CORSA Convention, Springfield, IL
	26 th	WPCC Meeting, Location tbd
September	27 th	WPCC Meeting, Location tbd
November	22 nd	WPCC Meeting, Location tbd



aka JIMMY ALL CAPS...

HELLO MEMBERS,

FIRST I WOULD LIKE TO SAY THANK YOU FOR THE OPPORTUNITY TO BE YOUR SECRETARY FOR 2016. I WOULD ALSO LIKE TO THANK PAT GREENWALD FOR SUCH A GREAT JOB FOR OVER 25 YEARS! THANKS PAT!!!

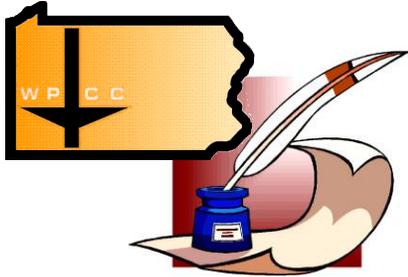
BEING NEW TO THIS POSITION IF THERE IS ANYTHING THAT YOU FEEL I NEED TO ADD OR CHANGE TO THE MINUTES ETC, LET ME KNOW.

I WILL WORK WITH THE CURRENT MEMBERSHIP AND HOPEFULLY ANY NEW ADDITIONS TO THE BEST OF MY ABILITY. LET'S ALL WORK TOGETHER TO MAKE WPCC THE BEST WE CAN!

JIM WEPPELMAN

SECRETARY WPCC





January 10, 2016 Meeting Minutes

Officers Present:

Jim Steigerwaldt, President
Don Cekus, Vice President
Darlene Kady, Treasurer
Pat Greenwald, Secretary

Board Members Present:

Jack Bachman, Don Baker, Al Friend, Charles Lucas,
Jim Madden, Steve Puskas, Jim Heatherington,
Joyce Bachman, Newsletter Editor

Forty-four members and guests gathered at Grant's Bar & Lounge for the annual Holiday Party/meeting.

Pat Greenwald, Dolly Izzo, Darlene Kady, and Les Walter conducted the 'New to You' auction. Sarah Lucas and Helen Butalla won the restaurant gift certificates door prizes.

Al and Carole Friend conducted the gift exchange.

The president called the meeting to order for a few business matters. He explained that a review of the club bi-laws revealed that voting privileges extend to family members.

Al explained the schedule for the proposed trip to the Air Force museum in Dayton. It now appears that August 2016 is the best time. He will keep us posted. This is a combined trip with WPCC and the AACA Western Region.

The election of 2016 officers was the next agenda item. The nominating committee (Don Baker) submitted the following names of members agreeing to serve:

President Jim Steigerwaldt
Vice President – Don Cekus
Treasurer - Darlene Kady
Secretary – Jim Weppelman

Nominations were then opened to the floor. Being none, the president asked the secretary to cast the ballot for the above slate.

Jim thanked Joyce Bachman for her work as the newsletter editor and announced that Rod Murray has agreed to take over the job.

Pat Greenwald was presented with a gift in appreciation for her 25 years as secretary.

Al presented Jim Steigerwaldt with a gift in appreciation for his service as president.

On a motion by Don Cekus, a second by Charles Lucas, and a vote of the members, the club awarded Bill Artzberger, a member since the early days of the club, an honorary lifetime membership.

We learned that Donna Mae Mimms, a former member of our club, will be inducted into the Corvette Hall of Fame later this year.

President Jim Steigerwaldt put forward a voice vote of nay or ya to the membership, for the reason of hosting the 2018 national corvair convention in Pittsburgh. The vote was a resounding ya, and Jim Steigerwaldt asked that Jim Weppelman move forward with a formal proposal to CORSA.

Jim Weppelman let the membership know that he will still be putting out bi monthly notices till convention time. And any questions our suggestions be forwarded to him or the "steering group".

Respectively submitted,

Pat Greenwald, Outgoing Secretary
and Jim Weppelman, 2016 Secretary

A handwritten signature in black ink that reads 'Pat Greenwald'.

Chevrolet Corvair: Economy, excitement, extinction

DECEMBER 24, 2015

MOSTLY UNEARNED REPUTATION STOLE THE CHEVROLET CORVAIR'S PROMISE



A Sidewinder rocket engine is one way to test stability

In 1960 America, “compact car” meant a full-size car shrunken to fit on a 100-inch (or so) wheelbase. The 1960 [Ford Falcon](#) and slightly more revolutionary 1960 Plymouth Valiant, for example, both tucked the engine up front with a solid rear axle driving the rear wheels—just like their full-size Fairlane and [Dodge Dart](#) big brothers (yes, the Dart was a full-size car in 1960).

The [Chevrolet Corvair](#) was something else entirely. Hitting the road in 1959 as a 1960 model, the Corvair represented a sharp departure from domestic-automaker convention: An 80-hp, air-cooled aluminum flat-six engine ran behind a transaxle, way in the back, and the car featured unit-body construction and swing-axle rear suspension.

The Corvair was the future, or at least it looked a lot like the future.

As “compact” was synonymous with “thrif” in 1960, [Chevrolet](#) did a lot with a little. Cost for a

two-door Corvair was about \$2,000 in '60 (which adds up to a little over \$16,000, adjusted for 2015 dollars), putting the Corvair then, as now, into economy-car territory.

Chevrolet opted for a rear-engine, rear-wheel-drive design to, in part, remove the intrusion created by the transmission tunnel in a conventional front-engine/rear-drive car (something the industry's adoption of the front-engine, front-wheel-drive configuration would also solve), and Corvair's versatile architecture was soon spun into a coupe, sedan, wagon and even van.

Sure, cost factors—along with the gnashing of accounting and engineering—resulted in a car that could have been better, but the Corvair drove into the world as it was. And at the time, it seemed to have a long, successful road ahead of it; production numbers topped 250,000 in '60.

pressure warnings, as they so often do, went unheeded. An unfortunate lack of a standard front sway bar—economy-car cost-cutting, naturally—didn't help matters. And accidents happened.

Yet the public didn't seem to mind—at first. Production neared 340,000 in 1961 and 1962, and remained relatively strong beyond that as Chevrolet continued to refine the Corvair and shuffle the model range.

The Corvair was not conceived as a particularly sporty car; four-door Corvairs were the first off the line in 1960, followed by the two-door club coupe. The majority of 1960 cars were equipped with the optional two-speed Powerglide automatic transmission. But the introduction of the Falcon/Valiant-analogous Chevy II economy car in 1962 gave the Corvair room to move toward performance—a direction it was already drifting toward with the successful debut of the



'64 Monza Spyder

Except for one little thing: The Corvair, like any rear-engine car, could, in fact, oversteer enough to get a driver not familiar with rear-engine driving dynamics in some rear-first trouble. Combine unexpected oversteer with a swing-axle independent rear suspension, and things could get ... surprising.

A factory recommendation of 15 psi front, 26 psi rear tire pressure was issued, but tire

Corvair Monza concept at the 1960 Chicago Auto Show. And so what was launched as a versatile and economic platform for a new kind of economy car began to embody something different.

This almost unintentional sportiness resulted in a more sorted Corvair suspension. A regular production option package with antiroll bar, stiffer springs and swing-axle travel limiters arrived in 1962. This became standard in 1964,

along with a transverse rear-suspension camber compensator. Perhaps tellingly, a handling-improving camber compensator had been available via the aftermarket from 1960; aftermarket parts-giant EMPI likely foresaw the



1962 Corvair 700 Series Station Wagon

demand for this kit after manufacturing a similar setup for its sport-oriented customer base of Volkswagen drivers.

The sad end for the Corvair station wagon came in 1963, while the sport-packaged Corvairs continued to rise. But model-year improvements were more or less evolutionary until a major redesign for the 1965 model year—which came not long before the Nov. 30, 1965 release of a book, “Unsafe at Any Speed,” that notoriously called out the car by name. The first chapter of self-styled consumer advocate Ralph Nader’s text, titled “The Sporty Corvair—The One-Car Accident,” stated, in part, that the car was a public tragedy resulting from the supposedly secret world of automotive engineering.

But was the unsafe, widowmaker reputation of the [Corvair](#) wholly deserved? No—or at least, not entirely.

For one, any early ‘60s American compact car shared economy-class road dynamics with the early Corvair. Nothing from the Big Three in 1960 that was both compact and economical was built to travel nimbly at any great velocity; in 1972, a National Highway Traffic Safety Administration study found that the Chevrolet

was on par with its economy contemporaries in the handling department.

(This was as much an indictment of the era’s cars as it was an acquittal of the Corvair: With four-wheel drum brakes, bias ply tires and thrift-spec suspension damping, early 1960s compact-car handling could be described as downright frightening compared to even the most beat-up, last-pick, mismatched-tire economy-class car left standing in a modern airport rental-car-fleet pickup lot.)

Moreover, economy-oriented imports—to say nothing of the [Porsche 356](#)—shared the Corvair’s initial rear-engine, swing-axle configuration, and along with it, the same oversteer and fold-over potential.

Having experienced a swing-axle, rear-wheel fold-over behind the wheel of a [Volkswagen Beetle](#) shortly after getting a driver’s license, this writer can attest that the experience is a bit crazy—but certainly not isolated to the Corvair.



View of a 1960 Corvair flat-six shows the short-stroke crankshaft.

It’s true that swing-axle rear suspension-equipped import cars earned reputations as widowmakers for the same reasons as the Corvair—we’re looking in your direction, [Renault Dauphine](#)—but never to the extent of the much-maligned Chevrolet.

The VW Bug's shortcomings (suspension and handling being just two of them) are even seen as endearing through the lens of nostalgia!

Tragically, and ironically, the Corvair's greatest opportunity to turn a metaphorical corner (and to turn real-life corners safely and confidently) arrived just as Nader's book debuted. A new-for-1965 redesign brought crisp, almost Italian styling to the Corvair formula, while the Corsa's optional turbocharged—turbocharged!—engine now boasted peak output of 180 hp. A quad-carbureted naturally aspirated version of the flat-six, meanwhile, was rated for 140 hp. The contentious swing-axle? Gone, in favor of a fully independent design.

Yet the fallout from bad press and muckraking lingered, and the Corvair's reputation as an ill-handler stuck despite marked advancements. The Corvair offered more style, performance, refinement and, arguably, safety than ever before, but it was too late.

The storm created by the press, performance-oriented competition from the new [Ford Mustang](#) and internal corporate friction, combined with a brand battle with the far more conventional [Camaro](#), was too powerful for

even the well-equipped Corvair to survive. Sales crumbled: under 110,000 cars in 1966, barely over 27,000 in 1967, around 15,000 in 1968 and

just 6,000 in 1969. The Corvair evolved for nearly a decade, taking a few surprising turns along the way, as what may not have started life as a sporting machine grew into one. In an alternate timeline, Chevrolet might have continued to develop the Corvair, perhaps as its own brand under the GM corporate umbrella, but orthodoxy combined with increasing production costs and public perception caused the demise of the Corvair more than any danger inherent in its design.

The last of the Corvairs were sold as 1969 models with a \$150 incentive toward any Chevrolet purchased before 1974—by which time, we imagine, there were at least a few freshly minted Vega owners wishing they could have had a brand-new Corvair to drive home in.

By Mike Bumbeck



1969 was the last year for the Monza convertible and the Corvair itself.



VSJ MEMBERS' SURVEY...

"What's YOUR New Year's Corvair Resolution?"

"I want to get all the little things done on my 66 Corsa. That would be repairing items such as the speedometer, tachometer and the switch for the backup lights." - Jim Madden

"To install the rear wiring harness I purchased from Clarks six months ago." - Al Friend

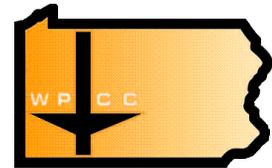
"Live, Love, Corvair!" - Darlene Kady & Jeff Grahovac

"Install new harmonic balancer on our 1967 el corvair, and block sand and paint our 1965 Corsa convertible. Of course, Franz will be doing the work. - Helen & Franz Butalla

"To finish reading *Unsafe At Any Speed*, paint the van, and make a positive impact w our club." - Rod Murray

WPCC is Western Pennsylvania's official Corvair Club, registered as Chapter 158 of the Corvair Society of America. Club membership is open to anyone with an interest in the Chevy Corvair. Annual chapter dues are just \$12/yr.

Bi-monthly chapter meeting dates, times, and locations, are available on our website. All are welcome. Our website address is <http://www.corvair.org/chapters/wpcc/> . If that's a mouthful, just Google us by typing in the name of our club.



Our award-winning chapter newsletter, "The Vair Street Journal", aka the VSJ, is provided to all active members. Guests can check out free on-line versions on our website and Facebook page. Members are encouraged to submit articles of interest to be included in the next available issue. VSJ classified ads up to 40 words are free to all members. Commercial advertisement rates are \$40 per year. All ads must be prepaid.

Think Pink!

It was recently announced that popular 60's racing bombshell Donna Mae Mims (1927-2009) will be inducted into the Corvette Hall of Fame this coming September.



fame racing Yenko Sportscars & Stingers, as well as Sprites and Corvettes.



Donna led her all-female team in the first Cannonball Run, and became

the inspiration not only for the beautiful ladies in the movie that followed, but also for the Wacky Races cartoon character "Penelope Pitstop"



Congratulations Donna Mae! May you continue to work the curves from the heavens!



A generation before Danica Patrick, Donna's "Think Pink!" bravado and independence set the bar for beautiful, capable women behind the wheel and competing on the same track with the men.

Donna gained





...from the editor

Transition... Ok, so it's probably appropriate to refer to this edition of the *Vair Street Journal* as our 2016 "transition issue". Not just because it has a new editor and how fast Joyce handed over the VSJ archives (lol), but also transition as in new chapter officers, excitement over our decision to bid on hosting the 2018 CORSA convention, and transition as in the prospects of a new year.

Btw, re those VSJ archives, I've looked through several that go back to the early '80's and I saw a handful of familiar names still involved with the club. I'll be sure to pull a few tidbits from time to time.

VSJ Format... I'll be the first to admit my desktop publishing skills are rusty, so I appreciate your patience as I shake off the cobwebs. I'm having a heck of a time already w/ margins, headers, and page #'s, and I'm crash-coursing on transitioning to what should end up being an easier Mac-based program (ie the same one Chas was using). Hopefully I'll get into a groove soon enough. That said, I am additionally working to incorporate a few general changes in the form of topics, forums, and free-flow input from the members. We'll see how this goes.

This is YOUR newsletter... Here's an undeniable fact: Content is king. Chapter newsletters like ours are either interesting or duds per the content provided not just by its editor, but by its members. So please don't be shy about submitting a comment, inquiry, photo, event/activity recap, or article of interest. From the well-tenured members of our club to relative newcomers like myself, there is a wide variance of Corvair knowledge, interests, and personalities within our group. I'll do my best to work with anything you send me, and I'll keep an eye out for interesting Corvair content from outside our chapter. You can also count on me nudging you on a regular basis to participate in our VSJ member forums. This is YOUR newsletter, let's do this together and make it a fun read!"

Electronic Communication... Web, e-Newsletter, e-blasts, Social Media... These are the most effective marketing and promotional communication methods available in today's business world. Key reasons are because these assets are fast, direct, and inexpensive (in our case, FREE!). I'll certainly do my best to use these resources to our club's advantage.

Vairy Best, Rod



Are you IN?

WPCC encourages all members to also join our parent chapter, The Corvair Society of America.

CORSA is the #1 Corvair group in the world, boasting over 5,500 members across 130 local chapters. CORSA supports all sanctioned Corvair Clubs and their events with a wealth of benefits, including their award-winning monthly newsletter

"The Communique". For more information visit CORSA's

website at... www.corvair.org





Corvair Spotting...

We know you're out there...

...and now we have proof!!!

- Check out these recent local sightings -

Spotted this Rampy on a car lot in Ohio while we were hunting the area for a different Corvair. A lady tipped me off about it. Bed has one patch welded in and more will need patched back. Bottoms of bed and rockers rusted. Price was \$5K. 330-426-2277, Simon Automotive (don't know these guys) - Jeff Grahovac



Next time YOU see a mystery Corvair, snap a picture and send it

our way...and if we happen to find YOUR Corvair, give us a shout w the 411!

Food for thought...Over the past few months, we've compiled a list of almost 30 local Corvair enthusiasts who are not currently members of WPCC. What should WE / YOU be doing to stimulate their interest to join our group?

Don't forget to keep a supply of our handy WPCC Glovebox Fliers in all your vehicles! You never know when you'll come across someone who might be interested in our club!

Western PA's Official Corvair Club! 




All Corvair Enthusiasts Welcome! 

Chapter 158 www.CORVAIR.org

www.WesternPennsylvaniaCorvairClub.com
Visit our website for meetings and activities



Ripped from the Headlines

January, 1962

Enroute home from a party on a rare, rain-soaked evening, popular comic genius Ernie Kovacs dies in a car accident in Los Angeles. He was driving a Chevrolet Corvair Lakewood station wagon.



MEMBER'S GARAGE FORUM

Here's this month's VSJ update on who's doing what with their Corvairs...Hey, if these folks can do it, than maybe there's hope for all of us!

I have a new garage barn for my Corvair. – Pat Greenwald

Knocking out a handful of winter "to-do's" on the '66...Replaced the dash pad and gauge cluster...Upgraded to LED dash bulbs...Replaced speedo cable...Swapped out electric fuel pump and re-installed factory 140 fuel lines and mechanical fuel pump. – Rod Murray



Editor's Note...Hey, there has to be more winter wrenching going on than this – don't be shy!

Boost another Corvair owner's confidence and share your Garage Forum updates. In the meantime, keep on wrenching!

TECH TIP...Never cut a wire before you know EXACTLY where it goes and what it does! (don't ask me how I know)...the editor.

At the National Level...



Your Donations are **Tax Deductable!**



Hotels rooms for this year's CORSA Convention are going fast! Book yours now!



Listen closely...here's the latest edition of...

"IF MY CORVAIR COULD TALK"

Dan & Celina Butchko's Corvairs are apparently rather boisterous...their '65 4-door, aka Morvair, is saying "Hey, I need to be heard!" while their '69 500 has been overheard saying "Don't put me here in the corner and forget about me!"

"Thanks for the fancy new digs!" - Pat Greenwald's '65 Corsa



"Boy I wish I was coming home from the beach, even tho' it was a bad day surfing!" - Jimmy ALL CAPS' Patina Bomb

"Please get done with me already or put me in a heated garage." - Corvair Kady's Monza "Jade"

"Here I sit all torn apart(ed), with a nice new motor not yet started." - Rod's Van

So....what's YOUR Corvair saying?

Ever check out an Online Corvair Forum? There's a bunch of 'em out there, most are completely free, and it's a great way to enjoy your Corvair hobby even more. Just Google "Corvair Forum" and give one a try!

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Got a Corvair question? Have an idea or opinion? Weigh in at **Virtual Vairs**, an e-mail discussion group dedicated to the enjoyment and preservation of the Corvair. VV membership is free, and is not limited to Corvair owners. An enthusiastic appreciation of Corvairs is all you need! Find us at www.VV.corvair.org.



Get Social!

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WESTERN PA'S CORVAIR CLASSIFIEDS

Got Corvair items to sell or want to buy? ...Share it here!



For Sale by Owner: 1966 Corvair Monza, 56K miles. PG, Power Top. Very nice shape. \$8900 or make offer. Export, PA, Text or call Barry Kistler @724-630-4687.



For Sale by Owner: 1968 Corvair Monza, restored by Mike Jacobs, includes his trademark "Impala" taillight treatment. 110, PG, Very Nice condition. Near Kennywood. Asking \$6,800. Also many parts for sale. Text or call Lenny @ 412-401 0864.

And don't forget to check Pittsburgh Craigslist for other locally-availiable Corvair items.



Check out these Professional Corvair Services available from our Chapter Members!

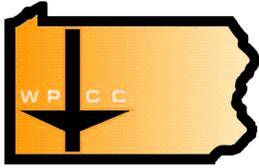


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WPCC ACTIVE ROSTER

January / February 2016

(If # next to your name is shaded, your dues are due!)

1	Artzberger, Bill & Joan (Honorary)	305 Golf Drive, Pittsburgh, PA 15229	412-364-6842	BILLA305@comcast.net
2	Artzberger, Jim & Sandy	1300 Cattail Lane, Sewickley, PA 15143	412-749-1432 c:412-855-1313	Artzberger1300@comcast.net
3	Bachman, Jack & Joyce	402 Elfinwild Lane, Glenshaw, PA 15116	412-486-2478	quebapa@aol.com
4	Baker, Don & Joanne	12461 Larimer Avenue, North Huntingdon, PA 15642	724-863-3770	dcbakerscca@yahoo.com
5	Breier, Dick & Carol	493 Sleepy Hollow Road, Pittsburgh, PA 15228	412-563-4591	grandmabreier@gmail.com
6	Braun, Zeke	8105 Perry Hwy, Pittsburgh, PA 15237	412-721-9222	ezeziel.braun@gmail.com
7	Bucklew, David & Peggy	112 Carnegie Street, Butler, PA 16001	724-282-1725	dbucklew@zoominternet.net
8	Butalla, Franz & Helen	172 Robena Road, Greensboro, PA 15338	724-966-7815 c:724-984-3233	hbutalla@gmail.com
9	Butchko, Dan & Celina		724-234-0144	butchkodan@gmail.com
10	Cekus, Don & Mary Ellen	197 Browns Hill Road, Valencia, PA 16059	724-903-0990 C:412-952-3190	corsadon1@gmail.com
11	Clapper, Bill & Audrey	115 Figley Avenue, Aliquippa, PA 15001		whclapper@yahoo.com
12	Dandois, Dick & Marie	11844 Route 286 Hwy W., Homer City, PA 15748-7803	724-726-5606	dindy6@verizon.net
13	Desmond, Tim & Michele	107 Hivue Lane, Pittsburgh, PA 15237	412-761-3926	
14	Duva, Vincent & Louise	195 Browns Hill Road, Valencia, PA 16059	724-898-1604	vinceduva@gmail.com
15	Foltz, Kurt	194 Pinecrest Dr., Pittsburgh, PA 15237	412-486-2969	kurtfoltz@gmail.com
16	Friend, Al & Carole	6000 Great Oaks Drive, Export, PA 15632	C: 724-433-0839	a.c.friend@comcast.net
17	Goehring, Earl & Diane	140 Whitestown Road, Harmony, PA 16037	724-452-8823	goehringearl@yahoo.com
18	Grahovic, Jeff	163 Edgewood St Aliquippa, PA 15001	412-974-8869	gmtech1216@yahoo.com
19	Greenwald, Pat	415 Crestview Drive, Plum, PA 15239	412-795-5719	pggreen233@gmail.com
20	Gundlach, John, Gayle & Laura	228 McKay Road, Saxonburg, PA 16056	724-352-4205	ggundlach@zoominternet.net
21	Hackl, George & Marlene	420 , Hulton Road, New Kensington, PA 15068	724-224-0482	
22	Heatherington, Jim & Suzanne	128 Sharp Road, White Oak, PA 15131	412-672-0914	sheatherington128@gmail.com
23	Hieber, Bob & Donna	1679 Brodhead Road, RR3, Moon Twp, PA 15108	724-457-9712	bob@thehiebers.com
24	Izzo, John & Dolly	725 Providence Drive, Plum, PA 15239	412-793-2058	daizzo@yahoo.com
25	Kady, Darlene	163 Edgewood Street, Aliquippa, PA 15001	412-292-1906	dkdy3@yahoo.com
26	Lucas, Charles & Sarah	236 W. Marigold Street, Munhall, PA 15120-2233	412-462-6735	chaslucas@gmail.com
27	Madden, Jim & Terri	232 Harrison Street, Evans City, PA 16033	412-726-8093	jrmadden66@aol.com
28	Matenkosky, Walter & Susan	702 Spring Street, Latrobe, PA 15650	724-537-8922	wmatenkosky@hotmail.com
29	McDonald, Paul & Joyce	258 Evans City Road, Butler, PA 16001-2711	724-287-5671	jam40258@zoominternet.net
30	Morgan, Robert & Margaret	344 Ridge Road, New Brighton, PA 15066	724-846-6040	
31	Murray, Rod & Michelle	476 Woodland Road, Pittsburgh, PA 15237	412-719-3449	rmurray8996@gmail.com
32	Puskas, Stephen	221 Green Manor Drive, Butler PA 16002	724-284-3721	spuskas@embarqmail.com
33	Smith, William and Rosella	214 Saddlebrook Drive Indiana, PA 15701	724-840-8509	was35@comcast.net
34	Steigerwaldt, Jim	506 Quail Drive, Cranberry Twp, PA 16066-4074	724-776-0935	Jimstg@zbzoom.net
35	Sweet, John & Charlotte	1264 Walnut Street, Stoneboro, PA 16153	724-376-4335	js189@zoominternet.net
36	Tyger, John, & Barb	8399 Rte 954 Hwy. N., Creekside, PA 15732	724-397-2043	jtyger@directv.net
37	Walter, Lester	100 Thompson Lane South, North Huntingdon, PA 15642	724-863-8437	timerles@aol.com
38	Weppelman, James & Jonnie	206 Hufnagel Road, Harmony, PA 16037	724-473-2211	jweppel@hotmail.com
39	Williams, Lee & Linda			lindasbrush@verizon.net
40	Wilson, Gregory & Patricia	508 Bigham Road, Pittsburgh, PA 15211	412-481-6864 C:412-608-6454	wilsongl57@comcast.net
41	Yobst, Robert & Rosalie	518 Brookdale Drive, Pittsburgh, PA 15215	412-963-9943	
42	Young, Bill			Le240sx@yahoo.com

If you would like to correct or refresh your listing, please forward updated info to rmurray8996@gmail.com

SIGN OF THE TIMES



Treasurer's Report January, 2016



This report was prepared before the Holiday dinner but was not given at the meeting.

January 10, 2016	
Beginning Balance	\$2,674.00
Income	\$ 186.00
Expenses	<u>\$ 0.00</u>
Ending Balance:	\$2,860.00

This report is an addition to the regular meeting report so that everyone is aware of it.

I would like to thank everyone that has paid their dues for 2016, and remind others that you can mail payments to me at:

Darlene Kady
163 Edgewood Street
Aliquippa, PA 15001

- *Darlene*

January 19, 2016	
Beginning Balance	\$2,860.00
Income	\$1,250.00
- 2016 Dues	\$ 96.00
- Holiday Dinner	\$900.00
- Chinese Auction	\$255.00
Expenses	<u>-\$1,712.50</u>
- Holiday dinner	\$1,612.50
- Door Prizes	\$ 100.00
Ending Balance:	\$2,399.00





Some of the most enthusiastic Corvair owners are people who thought driving was a bore

Take Trudy here, for instance—a girl who's outgrown the awkward stage in more ways than one.

She found she had no patience with cars that are cumbersome to handle. Or have a habit of spinning their wheels in mud or snow. Or balk in front of hard-to-find parking places.

She was at that point of life that many sophisticated drivers come to eventually. She was ready for a Corvair.

She quickly became hip to how Corvair's flat-cornering

suspension straightens out crooked roads. She dug its tenacious rear-engine traction. Wherever she went, she was a real swinger at the wheel of this nimble easy-to-maneuver machine.

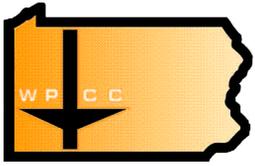
Even so, she's not as worldly wise as she likes to appear. Now she's got a schoolgirl crush on her Chevrolet dealer.

Corvair Corsa Sport Coupe with eight new standard safety features, including outside rearview mirror. Always check it before passing.

CORVAIR—Unusual the Chevrolet way

Chevrolet Division of General Motors, Detroit, Michigan.





Western Pennsylvania Corvair Club

236 Marigold Street

Munhall, PA 15120