
The Vair Street Journal



The Official Newsletter of the Western Pennsylvania Corvair Club

November, 2016



THIS ISSUE:

Dayton Air Museum Recap
An Unsafe "This Date..."

Article: Why You Should Buy A Corvair Now

NEXT MEETING REMINDER:

Tuesday, November 22nd

North Park Clubhouse, Hampton, PA
"Arrive near 5", Dinner 6pm, Meeting 7:30pm

The Vair Street Journal

A Publication of the Western Pennsylvania Corvair Club

Western Pennsylvania Corvair Club

506 Quail Drive, Cranberry, PA 16066-4074

2016 Executive Board

President	VP	Secretary	Treasurer
Jim Steigerwaldt 724-776-0935 Jimst@zboom.net	Don Cekus 412-952-3190 Corsadon1@gmail.com	Jim Weppelman 412-577-6447 Jweppel@hotmail.com	Darlene Kady 412-292-1906 Dkdy3@yahoo.com

2016 Board of Directors

Don Baker	Al Friend	Pat Greenwald	Bob Heiber
Jim Madden	Rod Murray	Steve Puskas	Les Walter

BOD contact information is available in our Membership Roster.

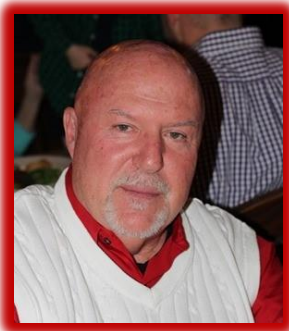
Our Website: <http://www.corvair.org/chapters/wpcc/>

(Or Just Google "WPCC Corvair")



ON THE COVER...

Jim and Sandy Artzberger's 1968 Monza convertible, aka Tiger II, made a rare appearance at our Corvair Heritage Day Rally on October 2nd. Complete with its custom paint and converted to a Corsa setup complete with a 180HP turbo, Jim said it was the 1st time Tiger II had been out for a drive in several years. For this VSJ editor, it was an honor to see it, and it sure looks great against the fall foliage!



the Prez Sez...

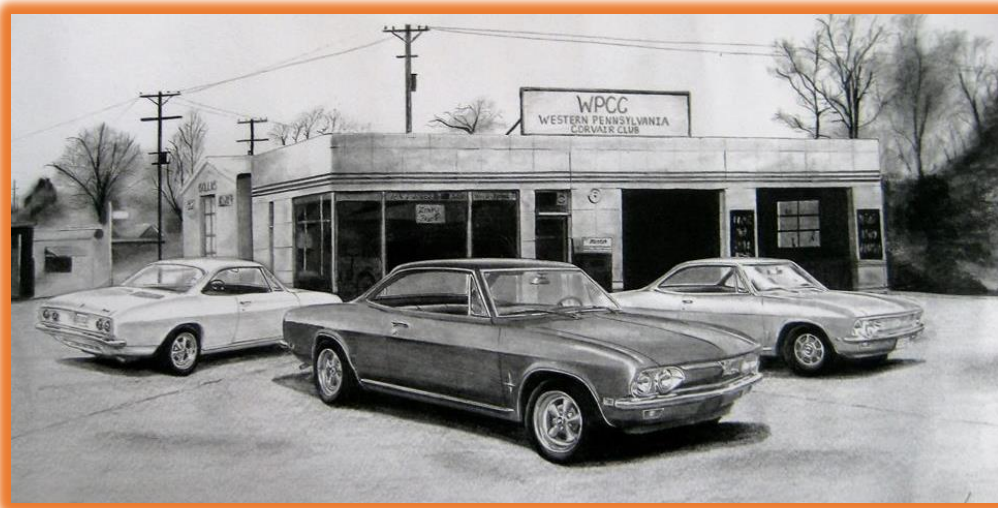
Well, I hope that your summer was as enjoyable as mine. First, my buddy Gary and I got my "66" Corvair painted – by ourselves. Did a pretty good job, if I don't say so myself. Oh! We had

problems, but in the end all worked out. Next, I believe 17 members of the WPCC attended the National Convention, held in Springfield, Ill. Our 2018 Convention Chair, Jim Weppelman, his wife Jonnie and myself, attended the CORSA Board meeting, with JW, addressing the Board, about the WPCC, holding the 2018 National Convention, here in Pittsburgh. If you're unaware, WPCC was the successful bidder (we were the ONLY bidder), so our work continues. We have had Picnics, Wine Trips, Meetings, more Picnics, Rallys, so if you missed any

of them – "Shame on you"!!!! You really missed some good times.

Moving to the Fall, I have been busy doing "touch-ups in the engine bay, in the trunk, took the windows out, put new rollers on the tracks, greased them up, and with my buddy Gary and Don Cekus, got them back into the right positions and rolling freely. Had to order new "Fuzzies", and put them in. Next, we took out the seats, and as I write this, I am waiting for the "DYE" to dry, as I had to re-do the seats – so far so good – see for yourselves. Next is to have Don Cekus, give it a total Tune-up. Will it then be driveable – yes, but not completed until the Spring.

We have a regular meeting on Tuesday, Nov. 22nd., at the North Park Lounge. Happy Vairing,
- *Jim*



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 Corvairs and/or checking out 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

US AIR FORCE MUSEUM EVENT by Charles Lucas



Friday, August 19, 2016

On a perfect summer morning for a drive to Ohio, WPCC and AACA Club members, gathered at the Bob Evans Restaurant at Exit 15 off I-70 in Pennsylvania. The breakfast meeting with our flight commander, Al Friend, had to do with final details about our trip to the US Air Force Museum at Wright-Patterson Air Force Base near Dayton, Ohio. Seeming just a tad stressed from planning this event, Al took time to update and review the information that he had covered in his e-mails.

It should be noted, that three years earlier, Al had planned and arranged an identical trip to the Air Force Museum, only to have his plans dashed when the US Government shut down, resulting in the Museum's closure. Who would blame him for being a bit unsettled about this second trip, even though there was no threat of a repeat shutdown.

Three years earlier, Al re-named our adventure, The "Fly by the Seat of our Pants Tour" and directed everyone to the Carillon Historic Park, a short distance from the Air Force Museum. Similar in concept to Greenfield Village at the Ford Museum in Dearborn, Michigan, the smaller Carillon Park provided visitors a glimpse at such things as an old print shop, the Wright Brothers flyer, and a shop showing bicycle evolution, just to name a few.

Returning to the present day, it can be noted that there wasn't a glitch this time around. And for all his work, telephone calls, e-mails and who knows what else he dealt with, this event was a total success. For that we say, thank you Al, for a great weekend. It was fantastic.

The drive from Bob Evans to the Hope Hotel on the Air Force Base took four and one half hours including one rest stop along Interstate 70. Upon arrival at the hotel, club members registered, got their luggage to their respective rooms and headed for the hospitality suite with snacks they brought along for everyone's enjoyment. The table



literally overflowed with delicious treats. A big thank you goes out to Bob Hieber, and Don Cekus, who set up and ran the hospitality suite.

Later on in the afternoon a good number of us sat around the hospitality suite munching snacks and watching the movie *Memphis Bell*, as we waited for dinner to be served. Another huge thank you to Jim & Sandy Artzberger, for providing, and operating the audio visual equipment. Oh, did I say earlier that there were no glitches on this trip? Well, there was one teeny weeny one. After being seated in the Mustang Dining Room, Al told us that the chef wasn't happy with the looks of the beef. He asked for nine volunteers to substitute something else for the prime rib. Not sure what the substitution was, but they all agreed that their dinners were delicious. As a matter of fact I think that everyone agreed the the food was excellent.

Following dinner, we moved back to the hospitality suite for an evening of educational and entertaining speakers. Subjects ranged from 9-11 to personal experiences in and out of the armed services. The keynote speaker was Dave Donitelli, retired civil engineer, who was working in New York City on September 11th 2001. Dave's excellent presentation centered on the work that went into the reconstruction of the subway system in and around ground zero after the terrorist attacks.



Charles Lucas told of a 20 minute flight over Beaver County in a Ford Trimotor airplane with his wife Sarah and WPCO friends, Earl & Diane Goehring. Bill Feczko, a retired Air Force Medical Doctor talked about some of his experiences. Bob Hieber had some humorous tales from his US Army days, and he mentioned that it was, Armed Forces Day, and, would you believe, Al's birthday! Yes, we sang happy birthday to Al, on Armed Forces day!

Dan Heckmann, Al's former business partner's husband, gave us a fascinating story about his

father's army experiences in occupied France, during WW II. Other speakers were Les Walter, Don Baker, and AACA member Mark Jackson. Al knocked our socks off with some of his experiences navigating B-52's, when we gathered under the museum's Vietnam veteran B-52 on Saturday.

Saturday was the long anticipated visit to the Wright-Patterson Air Force Museum. What a jewel, and it's free! There is so much to see in the four gigantic buildings that house the history of aviation from the Wright Brothers and innovations in technology that led up to modern aircraft. Seeing this museum a second or even a third time is intriguing. You can always find something you missed on your earlier visit.

It was a wonderful weekend. Thanks Al.

- Luke



Are you IN?

WPCC encourages all Corvair enthusiasts to support our parent chapter, The Corvair Society of America (CORSA).

CORSA is the #1 Corvair group in the world, boasting over 5,500 registered members worldwide as well as 130 regional chapters. In addition to their ongoing dedication to Corvair preservation, CORSA supports all sanctioned Corvair clubs and their events with a wealth of benefits, including event insurance, the national convention, and their award-winning monthly newsletter "The Communique". For more information visit CORSA's website at...

www.corvair.org



UPCOMING EVENTS & ACTIVITIES AT A GLANCE

(Look for more event details in the latest Vair Street Journal)

January	tbd	WPCC Holiday Party, Stay Tuned for Details
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If you have an event you'd like to see added to the calendar, just drop us a note via our website email.

This Winter...

Members like:

- To Winterize Their Corvairs
- Store 'em in a toasty garage
- Off-Season Maintenance
- To Attend the Holiday Party!

Stay Busy!

Grab some Corvair friends for a few WINTER garage projects!



'Vairs On the Auction Block (Thx to Les Walters for Sharing...)



AUCTIONS | AUGUST 18-20, 2016 | BY DAVE KINNEY



1998 Ferrari
550 Maranello
Sold at \$115,500

S/N ZFFZR49A2W0110686

ROSSO CORSA OVER BEIGE
leather interior. 5.5-liter, DOHC, 485-hp V-12. Six-speed manual transmission. Very good paintwork and clean engine compartment. The interior shows very little wear and is in excellent condition.

Late-model Ferraris with manual transmissions have been extremely hot recently. We can argue the virtues of conventional versus paddle-shift transmissions until we're blue in the face, but the truth is that once Ferrari began offering F1-style transmissions in its cars, buyers spec'd so few manual-equipped cars that Ferrari couldn't make economic sense of offering a choice any longer. All 550s were only offered with manual gearboxes, but the succeeding 575M gave buyers an F1 option—and nearly 90 percent of them took it. That said, this 550 sold for well below its low estimate of \$180,000. Call it a deal for now.



1955 Chevrolet
Corvette Roadster
Sold at \$134,750

S/N VE55S001176

PENNANT BLUE WITH TAN
canvas soft-top over light-beige leather interior. 265-cubic-inch, OHV, 195-hp V-8. Two-speed Powerglide automatic transmission. The paint is in very good condition, the brightwork is excellent. The interior shows virtually no wear. This first-year V-8 is in very good condition overall.

Chevrolet built 700 Corvettes in 1955 and only seven had GM's Blue Flame straight-six. A V-8 engine was what the market had waited for, as evidenced by the excess dealer inventory of six-cylinder 1954 cars at the time. With the V-8 option, it started at \$3,069, the majority of cars with them (325) were Polo white, just 45 were Pennant Blue, and the balance were red, gold, and copper, though these numbers are more guesstimate than fact. Chevy did not keep records on colors for early 'Vettes. Undoubtedly the seller wanted more, but this price is right.



1976 Lamborghini
Silhouette Prototype
Sold at \$143,000

S/N URRAC0P11840002

WHITE OVER WHITE AND
black leather interior. 3.0-liter, DOHC 250-hp V-8. Five-speed manual transmission. Good paint, very good chrome. The white leather seats are in good condition, with a little wear to the seat bolsters. The "mouse fur" dash has faded and will need some attention. Underhood is clean but not show detailed. Period-correct Blaupunkt AM/FM cassette. Said to be one of two Silhouette prototypes built on a P300 Urraco chassis.

Sold at no reserve, this was not a show car but rather a good driver-quality example. This was the small Lamborghini of its day, with a mid-mounted V-8, not a V-12. It's also one of the more rare production models; it was the first Lambo with a Targa-style roof and the factory built fewer than 60, including prototypes. Interest in classic Lamborghinis is picking up, and values have largely increased with the broader market.



1965 Chevrolet
Corvair Spyder Corsa
Sold at \$33,000

S/N 107675L110381

BLACK WITH BLACK
soft-top over red vinyl. 164-cubic-inch, turbocharged, OHV, 180-hp flat-six. Four-speed manual transmission. Excellent paint, excellent brightwork and trim. Excellent workmanship throughout, including under the hood. This one is a superstar among turbocharged Corsas. The black and red color combination is allegedly original as is the desirable four-speed transmission.

Right at the top of the Corvair pecking order; if you could step into a time machine and were told to order the best one then and the best one now, this is it. The Corsa model was built for just two years, 1965 and 1966, and many would say this is the pinnacle of engineering for the Corvair. This is big money for a Corvair, but in this case, it's worth every penny. Ralph Nader may not have cared for the Corvair, but *Automobile* founder David E. Davis Jr. was a fan.



1948 MG TC
Sold at \$35,200

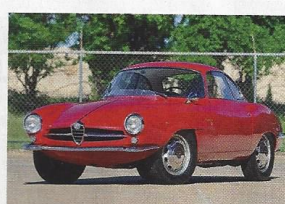
Americans fell in love with while stationed in Europe and the U.K. Hundreds,

S/N TC6808

CREAM WITH TAN CLOTH
top over medium-green leather. 1.3-liter, OHV, 55-hp I-4. Four-speed manual transmission. Very good paint, with some age showing. The cloth top is clean. The seats show a bit of age as well, but let it slide as patina. Underhood is cleaned and polished. Factory tool kit included.

The TC, produced from 1945 to 1949, was a car a number of

perhaps thousands, brought them home. These were also exported officially to the U.S., though all were built in right-hand-drive configuration. You could argue this is one of the "prototypes" of postwar sports cars. With readily available parts and spares and affordable cost of entry as well as costs to run, the TC and later TD and TF MGs will likely remain popular for a long time to come.



1961 Alfa Romeo
Giulietta Sprint
Speciale
Sold at \$115,500

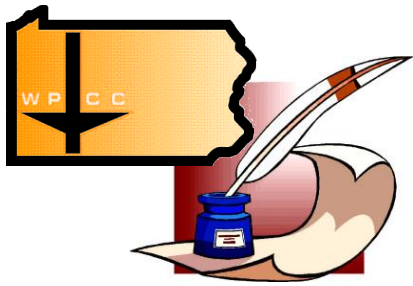
shakedown miles since restoration, this car generally looks the part.

S/N AR1012000320

RED OVER WHITE AND
red leather interior. 1.3-liter, DOHC, 100-hp I-4. Four-speed manual transmission. Reportedly restored in 2007 and driven sparingly since, which appears to be accurate. The paintwork is in very good condition, the brightwork and trim are in excellent condition. The engine bay is fully detailed. The interior looks better than new. Purportedly boasting just 150

The restoration was done by Guatemalan automobile collector Mario Sueiras after purchasing the car in the Netherlands. Having sold for below the auction estimate of \$140,000 to \$180,000, this one is a bargain because of its excellent condition. To duplicate this restoration today would cost easily more than \$100,000 and, depending on your skills and luck at sourcing parts, it could be double that amount. ■

PHOTOGRAPHY COURTESY OF MECUM, RUSSO AND STEELE



WPCC Meeting Minutes

Call to order

A meeting of **Western Pennsylvania Corvair Club** was held at **Kings Resturant, Harmarville, PA** on **Sept.,27,2016..** Officers present included; **President; Jim Steigerwaldt, Vice President; Don Cekus, Secretary; JIM WEPPELMAN, Treasurer; Darlene Kady.** Board members present included;**Pat Greenwald, Bob Hieber, Al Friend, Les Walter, Don Baker, Steve Puskas, and Rod Murray.**
30 members present, with 8 Corvairs in the parking lot.

Approval of minutes

The meeting was called to order by President, Jim Steigerwaldt. President Jim Steigerwaldt called for motion to accept last meetings minutes. Dan Butchko accepted the motion, with Rod Murray seconding the motion.

Announcements

President, Jim Steigerwaldt spoke about the progress, thou slow, with the incorporation papers with the state. Jim told the members of the issues with CORSA with the process to accept the DoubleTree Hotel contract for the 2018 CORSA convention. He thanked JIM WEPPELMAN for his patience in dealing with both parties. Jim Steigerwaldt also welcomed new member and first time visitor Chuck Chefo. Chuck is from Verona, and has a 1962 monza spyder that will hit the road soon. Jim Heatherington gave Chuck some good hearted ribbing. Jim said that this is probably the last meeting at this Kings, he is looking for other places.

Al Friend gave a review of the Dayton Air Force Museum tour. Al thanked all in attendance that made the trip to Dayton. Per Jim Steigerwaldt's request, Al Friend had come up with a brief history of the WPCC. Al stated Ivan Clever owned a auto repair shop that people used to take there Corvairs to for him to fix. Ivan started the club March of 1973. Al had known Ivan since 1971. Pat and John Greenwald came along around 1973. John also had a garage for advice and he worked on Corvairs. June

13,1976, WPCC held the Steel City Concours for that year and 1977 and 1978.. Wayne and Judy Jones had a hand in it. Honorary member Bill Artzberger wrote and published a book on Corvair restoration. Don Cekus organized Corvairs at the Keystone Dragstrip for years. Former secretary to Don Yenke, and many Hall Of Fames member, Donna Mae Mimms was a WPCC member.

Les Walters told the group about his ideas for the 2018 convention logo to be used on polo and t- shirts. Les also has a source for decals and banners.

Steve Puskas reported on his picnic at his house. Everything went well with the cookout, and the tour of his house. Steve had a show and tell of a LM broken motor mount that went undetected after a accident with his car.

Don Baker was at the ceremonies in Bowling Green,Ky, to induct Donna Mae Mimms into the Corvette Hall Of Fame. Don also stated that there is a good video on youtube about it with John Walco.

Gayle and John Gundlach were in attendence and spoke of their daughter, Laura. She has bought a house, teaches in Freedom, and is getting married next year. Some members in attendence spoke of how over the years Laura has grown up with the WPCC.

Terri and Jim Madden spoke about how well the wine tasting trip went this year. The rain held off for the most part, but Jim Heatherington did get soaked in one downpour. Terri stated that there was no main roads, all beautiful backroads that they drove on. The group visited a couple of covered bridges, and the wineries where much better than Pennsylvania ones. The Lodge at Geneva on the Lake, and lunch at Laurello's was excellent. Terri and Jim even got to ride a bike built for two and did not fall off!

Darlene Kady and Jeff Grahovic welcomed a new member to the household. A 1965 monza coupe, 110hp, power glide. They had visited the car after the Detroit Homecoming show, and decided to pull the trigger to purchase it. Darlene had told the horror story of her driving Jeff's truck with the Corvair being towed behind on a car trailer. Seems like construction barriers and traffic caused Darlene to shoe horn the truck and trailer into a very tight situation. Everything made it through with out a scratch, nothing more than a few nerves

shattered! Darlene welcomed new member Chuck and comented on the growing membership of WPCC recently.

Don Cekus commented on Jim Steigerwaldts progress on his restoration of his Corvair. Jim and his neighbor, Gary, have been working feverishly on it. Don told the members the perils of not paying attention to the noises coming from your car. Expecially the rear of the car. Don stressed the importance of the rear axle bearings being in tip top shape. Don said that they need cleaned and greased and if you need help or want him to do it, to let him know.

Donna and Bob Hieber attended the Johnny Appleseed Festival in Lisbon, Ohio. Bob had a issue with noise coming from his Corvair. He replaced the rear axle bearings and brakes. He had to readjust his brake shoes, they were to tight.

Rod Murray reported about doing the brochure for the members attending the 2018 CORSA convention.

Jim Heatherington left the crowd laughing with a wonderful departing joke.

Reports

Treasurer Darlene Kadys financial report that follows:



Wow that's a big wiener!...Anthony's not the only "Weiner" being photographed this election season!

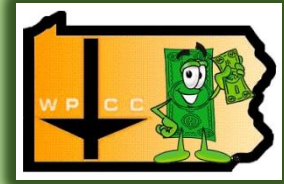
Treasurer's Report, Sept 27,2016

Checkbook Balance: \$1886.30

Income:

2016/17 Dues -
\$32.00

Dayton, OH Trip:
\$2,886.00



Expenses:

Chk #1103 Hope Hotel dinners & Hospitality
Room: \$2,482.21

Chk #1108 Bob Hieber hospitality expenses:
\$95.00

Chk #1109 CORSA Chapter Dues: \$35.00

Final Balance: \$2,192.02

Motion to accept treasurers report, Al Friend
motioned, Steve Puskas seconded.

Treasurers report, Nov 1, 2016

Beginning Balance \$2,192.02

Income:

Dues \$18.00

Expenses:

Chk #1110 Refile Corporate papers to Jim
Steigerwaldt \$84.72

Final Balance: \$2,125.37

Adjournment

Motion to adjorn meeting raised by Jim Steigerwaldt,
seconded by Jim Madden.

Respectively submitted,

Jim Weppelman

2016 Secretary



“CORVAIR HERITAGE DAY” RALLY RECAP

(as vaguely recalled by Rod Murray)

Our WPCC celebration of Corvair Heritage Day in North Park this past October 2nd was well-attended and lots of fun. Jimmy ALL CAPS mapped out a scenic rally course for participants to drive, and afterwards we enjoyed a picnic lunch under a Devil’s Elbow pavilion (good thing too due to the rain showers that came thru!).



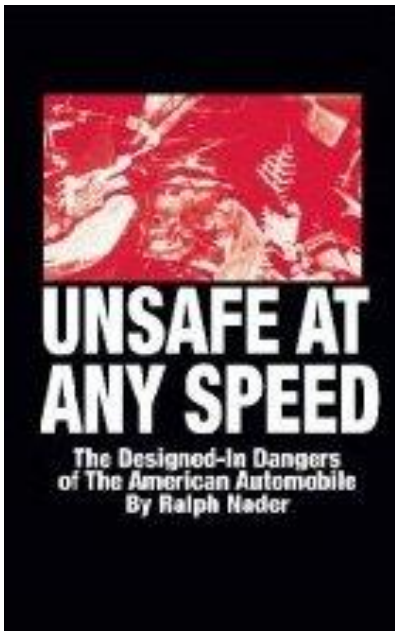
Prizes were awarded for course time management and scores in the “sightings” quiz. While I don’t remember who took 1st place, I do remember that my co-pilot, Zeke Braun, and I came in last. But if having a great time counts for anything, I’d say we were all winners.

Thanks ALL CAPS for organizing.



THIS DATE IN CORVAIR HISTORY

1965...“Unsafe at Any Speed” hits bookstores



November 30, 1965...32-year-old lawyer Ralph Nader publishes the muckraking book *Unsafe at Any Speed: The Designed-In Dangers of the American Automobile*. The book became a best-seller right away. It also prompted the passage of the National Traffic and

Motor Vehicle Safety Act of 1966, seat-belt laws in 49 states (all but New Hampshire) and a number of other road-safety initiatives. Today, Nader is perhaps best known for his role in national politics—and in particular for the controversial role he played in the 2000 presidential election—but *Unsafe at Any Speed* was the book that made him famous and lent credibility to his work as a consumer advocate.

“For over half a century,” Nader’s book began, “the automobile has brought death, injury, and the most inestimable sorrow and deprivation to millions of people.” Technology existed that could make cars much safer, he argued, but automakers had little incentive to use them: On the contrary, “the gigantic costs of the highway carnage in this country support a service industry”—doctors, lawyers, police officers, morticians—and “there is little in the dynamics of the automobile accident industry that works for its reduction.”

Nader’s book popularized some harsh truths about cars and car companies that auto-safety advocates

had known for some time. In 1956, at a series of Congressional hearings on traffic safety, doctors and other experts lamented the “wholesale slaughter” on American highways. (That year, nearly 40,000 people were killed in cars, and the number kept creeping upward.) Safety-conscious car buyers could seek out—and pay extra for—a Ford with seatbelts and a padded dashboard, but very few did: only 2 percent of Ford buyers took the \$27 seatbelt option.

In *Unsafe at Any Speed*, Nader railed in particular against the Chevy Corvair, a sporty car with a swing axle and rear-mounted engine that was introduced in 1959. Nader argued that the car epitomized the triumph of “stylistic pornography over engineering integrity.” (Its swing axle made the back end unstable, he said, causing it to “tuck under during turns and skid or roll over much more frequently than other cars did.) As it turned out, a 1972 government study vindicated the Corvair, finding that it was just as safe as any other car (Nader called that study “rigged”) but the damage was done. The Corvair became an icon of dangerous, even deadly design, and the last one rolled off the assembly line in 1969.

Whether or not its particular examples were sound, *Unsafe at Any Speed* mobilized a mass movement, in which ordinary consumers banded together to demand safer cars and better laws. Today, seat belts, air bags, anti-lock brakes and other innovations are standard features in almost every new car.

Nader went on to advocate for a number of consumer causes and has run for president four times.

EDITOR’S NOTE: “Unsafe At Any Speed” consisted of 8 chapters denouncing Detroit’s auto industry practices. Ironically, only Chapter One, entitled “The Sporty Corvair – The One-Car Accident”, seems to be remembered by readers. I wonder how many people have actually read this book?



Member Fall Fun...Who's Up To What...

The VSJ received a few updates from members on their Fall activities...

DARLENE GETS HER DRIVER!...On September 24, 2016 Jeff and I added to our Corvair family a 65 Monza coupe. This car came from Grand Blanc, Michigan and from the second owner. A very mechanically sound car with few structural flaws. Having been into the cars now for 3 years and not having one to drive this is truly a gem.



We have enjoyed two fall rides, one to small covered bridge near Burgettstown. Jeff and I have taken turns using this as a daily driver. During our absence from working on the Stinger clone it has fulfilled the need to drive a car and fuels the passion to complete the restoration. We will most likely put the car away once the

weather turns to bring it back out in spring.

Darlene Kady



WELCOME

...new WPCC Members!

- **George & Pat Gunther, Erie, PA**
- **Chuck & Diane Chieffo, Verona, PA**

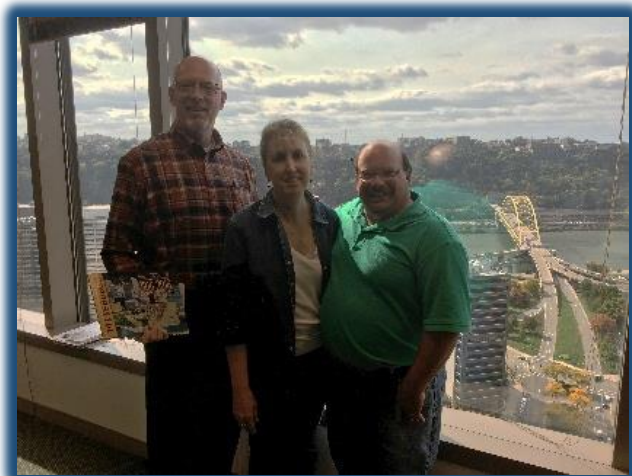


TRUNK OR TREAT!...Jim and Jonnie Weppelman, along with fellow WPCC Members Bob & Peggy Morgan enjoyed Halloween weekend at the annual "TRUNK OR TREAT" events in Cranberry Township and Robinson. In case you're curious, <<<< ALL CAPS says he's the one on the left.



FIREBRIER...New WPCC member Steve "FC" Spilatro purchased and plans to restore this Malden West Camp Fire Co. "Firebrier". Here it is arriving in Marietta, OH after being flat-bedded from Florida. Stay tuned for progress reports!

2018 CONVENTION PREP...Organizing committee members met with Pittsburgh's Convention & Visitor's Bureau reps for an introductory discussion about the 2018 CORSA Convention. The view from their downtown offices just off "The Pointe" is impressive!



(...and last but not least, the VSJ editor's favorite activity recap for this issue is.....)

WPCC WINE TRIP...Attending members of this year's annual Erie wine trip, sent in this photo, along with this in-depth recap...*"We are hitting the wine. Very beautiful Laurello winery."*

Well put, and looks like fun!



If you have a comment, suggestion, or just need to vent about the VSJ, drop an email to rmurray8996@gmail.com. I may or may not respond, but I'll certainly delete it right away 😊.



Tidbits from WPCC's Facebook page...

The best place to share and see updates on what members are up to!

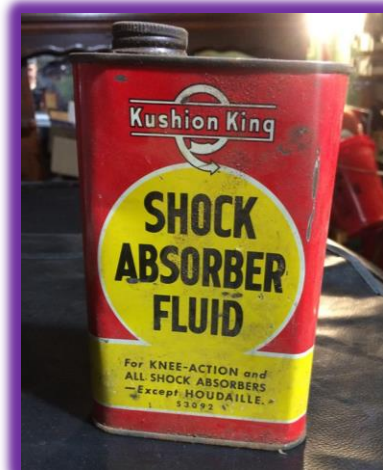
Jeff Grahovac and Darlene Kady's recently-acquired Corvair took over the banner image space. Photo now also promotes our hosting the 2018 CORSA Convention...



...Some vintage Corvair Dragsters got some fresh exposure, including former WPCC Member Vaun Hamlin's early 60's "Cormeno"...



...the ALL CAPS' brought a fun birthday cake to our Corvair Heritage Day outing...



...Rod's finding fun stuff at Estate Sales...



...And Kurt's finding fun stuff in his family's garage...Hey, who doesn't need some of this stuff!

Check our Facebook page for these posts and more!



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!

Once again, this issue's garage spotlight falls on WPCC member Kurt Foltz, who seems to stay plenty busy in his vehicular man space...

"Getting my resurrected/rescued cove trim all hammered out pretty straight & polished..."



Prepping to rebuild primary carbs & get my spark plug wires better organized with the chrome hold downs over the winter



You can boost another Corvair owner's confidence by sharing your Garage Forum updates. In the meantime, keep on wrenching!

(Fun Auto Mechanics Shop Sign courtesy of Kurt Foltz)





Great deals and great services are available right here in the greater Pittsburgh area. Check out these Professional Corvair Services available from our own Chapter Members!



Proverbs 3:5-6

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John's Corvair Parts

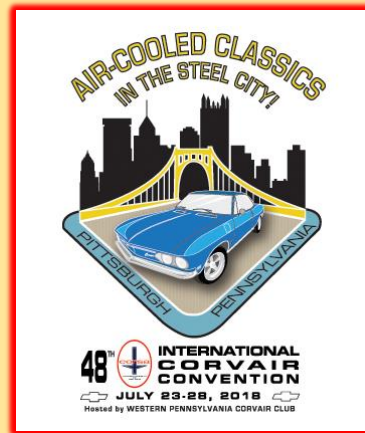
QUALITY PARTS, REPAIRS, and REBUILDS

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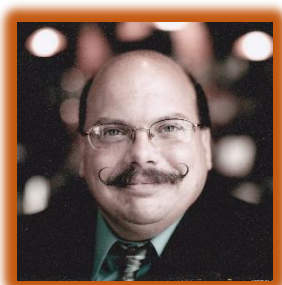
Check out these great finds on Pittsburgh's Craigslist. Help a member out. Got Corvair items to sell or want to buy? ...Share it here!



FOR SALE: LOW MILES 1963 CORVAIR MONZA 900 COUPE
1 owner family since new, not registered since 1976! Just 38K miles on odometer believed to be original. Asking \$5,100 OBO. More pix & info on [Pittsburgh Craigslist](#). Vehicle is located in New Castle, PA. Worth a Look!



FOR SALE: 1965 CORVAIR MONZA CONVERTIBLE
[Pittsburgh Craigslist](#)



aka JIMMY <<< all caps!...

WHATS OLD IS NEW AGAIN.

THIS OLD ADAGE HAS RANG TRUE TO ME LATLEY. SOME MAY KNOW

THAT I RECENTLY PICKED UP A 1968 CORVAIR CPE IN ALBANY, NEW YORK. IT WAS OWNED BY A GENTELMANS BROTHER WHO HAD RECENTLY PASSED AWAY. SEEMS LIKE THE BROTHER HAD A HOARDING ISSUE AND THE CORVAIR WAS JUST ONE OF MANY ITEMS THAT NEEDED TO BE GONE IN ORDER TO RESALE HIS BROTHERS HOUSE. THE CORVAIR ITSELF WAS A MESS. TOTALLY RUSTED AWAY FROM THE TUFF NEW YORK WINTERS. THOUGH IT DID HAVE SOME PARTS TO BE SCAVAGED. MANY OF THEM WERE GIVEN AWAY TO VARIOUS CORVAIR LOVERS. SO THE OLD PARTS ARE BECOMING NEW AGAIN ON SOMEONES CORVAIR. WHATS OLD IS NEW AGAIN.

RECENTLY ME AND JONNIE ATTENDED THE FRANKLIN APPLEFEST CAR SHOW IN FRANKLIN, PA. I HAD MY STATION WAGON, SO IT WAS PRETTY MUCH UNMISTAKEABLE WHO I WAS. I DID HAVE TO LAUGH WHEN A GENTELMAN CAME UP TO ME AND SAID "YOU MUST BE ALL CAPS!" SEEMS HE WAS A CURRENT MEMBER OF WPCC, BUT HAD NOT BEEN TO A MEETING

IN A LONG TIME. IF I REMEMBER IT MIGHT HAVE BEEN DICK BREIER, IF NOT I APOLOGIZE. WE HAD A NICE TALK ABOUT ALL THINGS CORVAIR RELATED. HE HAD MENTIONED, FROM KEEPING UP THROUGH THE VAIR STREET JOURNAL, THAT A LOT OF THE THINGS GOING ON AT THE WPCC REMINDED HIM OF HOW IT USED TO BE. WHATS OLD IS NEW AGAIN.

IF YOU WILL TAKE NOTE MY PHONE NUMBER HAS CHANGED. THIS WAS ONE OF THE THINGS I HAD RECENTLY GONE THROUGH WITH A JOB CHANGE. AFTER BEING AT MY CURRENT JOB FOR OVER FOUR YEARS, A SITUATION CAME UP WHERE I HAD THE CHANCE TO GO BACK TO MY PREVIOUS JOB, WHICH I HAD HELD FOR OVER 13 YEARS. FUNNY, WHAT'S OLD IS NEW AGAIN.

THE SAME GOES FOR OUR GREAT CLUB. LOTS OF PEOPLE SHOWING UP AT EVENTS. LOT OF FOLKS WORKING ON THEIR CURRENT AND PROJECT CARS. LOTS OF CHATTER ABOUT THE ACTIVITIES THAT THE CLUB IS DOING RECENTLY, ETC. YES, WHATS OLD IS NEW AGAIN!!!

VAIRLY YOURS,

JIM WEPPELMAN, WPCC SECRETARY. 2018 CORSA CONVENTION CHAIRMAN.

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Can you identify the model year and the options in this Corvaair dash dealer illustration?

Why You Should Buy a 1960s Chevy Corvair Right Now

September 23, 2016

Ralph Nader published his auto-safety takedown *Unsafe at Any Speed* 51 years ago.

Since then, the bestselling book has become synonymous with national crash-protection standards and GM's uncommonly dangerous (as Nader saw it) Chevrolet Corvair.



A road test of a 1966 Chevrolet Corvair. Production was discontinued as Americans moved toward such powerful muscle cars as the Ford Mustang.

The notorious compact car saw two generations of production from 1960 to 1969; it had an air-cooled flat-six engine placed in the rear, rather than under the hood, which made it susceptible to spin-outs, and it

lacked a simple roll-bar to protect passengers in the event of a flip. Its single-piece steering column would impale a driver upon impact, Nader said.

Devoted Following

The Chevy Corvair ultimately came in two- and four-door versions, plus in van, station wagon, and pickup truck forms.

But descriptions of its lethal design were overblown. In 1972, the National Highway Traffic Safety Administration issued a 134-page report clearing the Corvair of Nader's accusations. ("The 1960–63 Corvair compares favorably with contemporary vehicles used in the tests ... and is at least as good as the performance of some contemporary vehicles both foreign and domestic," it said.) GM also redesigned the suspension in 1965 models. In recent years, the average prices for Corvairs from any year have reached an all-time high.



“What Nader did was start an era during which there was more awareness of safety and the manufacturers. The product itself almost became irrelevant at that point,” said Tom Libby, an automotive analyst for IHS. “The book was the major pivot point for the industry.”



A 1965 Chevy Corvair Monza

It’s difficult to find a group of owners as devoted to their chosen collectible as those who love the Corvair. The cars are in movies, at low-rider rallies (they’re cheaper to buy and modify than the more-popular Impalas), and in Jay Leno’s garage.

“Corvair enthusiasts love their cars,” said Jonathan Klinger, a spokesman for Hagerty, a Michigan-based company that

insures collectible and vintage cars. “Part of it is probably they have always been in defense mode, having to explain that the car isn’t as dangerous to the general public as it is made out to be, because the Corvair is certainly not the death-trap that Mr. Nader was trying to illustrate.”

A 1963 Chevrolet Corvair at the famous Skyliner Motel on Route 66.

In fact, Nader’s book contained just one chapter that discussed the Corvair. And numerous vehicles throughout automotive history were similarly configured and potentially dangerous to drive. Mercedes-Benz, Volkswagen, Porsche, and Triumph used similar swing-axel designs in their cars at the time, for instance; if you don’t know what you’re doing, a 1970s-era Porsche 911 Turbo can be extremely unsettling to drive.



“The focus on the Corvair was a way to expose the manufacturers in general about things the public had not been aware of,” Libby said. “If it wasn’t that car, it would have been another.”

And, thanks to the passage of decades of road time, Corvairs are better understood now than they ever have been in the past.



The Corvair is known for being fun to drive, thanks to its rear-placed and air-cooled flat-six engine. It earned the nickname "the Poor Man's Porsche" for its driving style.

“When they first came out, the service stations didn't know how to work on them, and now after all this time you've got this tremendous dedicated group of Corvair people, and any quirk the car may have is fully understood,” Klinger said. “They are a very easy vehicle to work on. That’s what makes them beautiful and fun to

drive.”

A 1966 Corvair with a St. Francis statue on its dashboard in Portland. Despite a slight dip in value for earlier models, Corvairs made from 196 to 1969 have risen nearly 12 percent in value, on average, since 2011.

Rear-Engine Wonders

Chevy made the first Corvairs as simple, four-door sedans (in 500 and 700 trim levels) with a three-speed manual transmission that came standard. A two-speed automatic was optional. Soon after, two-door coupe versions arrived, plus a 900-series “Monza” edition that had sportier seats and a more athletic, four-speed, manual transmission. By the end of its run, the series included coupe, convertible, sedan, and four-door station wagon body styles, plus even a van and pickup truck variant.



Americans bought them as fun drivers that had a particular style behind the wheel, because of their independent suspension and a rear engine configuration that was unique for an American car. They cost well under \$3,000 brand-new. They even earned the nickname “the poor man’s Porsche.”

The Corvairs looked different from anything on the market at the time, too. They didn’t have the pony-muscle curves and powerful V8 engine of the popular Mustang, and they were

smaller than the heavy, cruiser sedans that GM and Ford were making otherwise. Plus, the turbo-charged engines in later models and compact bodies made them seem faintly foreign, more like something from Wolfsburg, Germany, than from Motown.

There were valid complaints about the cars: The heating system would sometimes leak noxious fumes into the cabin; the cars would leak oil like sieves; the tires were often overinflated in order to compensate for dicey handling; and the polished metal dashboards would blind drivers when the sun hit them. Those idiosyncrasies have failed to deter modern buyers.



The Corvair is mechanically very simple and easy to work on at home.

“This is a wonderful road car,” Jay Leno said on his YouTube show about his '66 Corvair Yenko Stinger. “A lot of people put down the Corvair, but I consider it one of the 10 best General Motors cars of all time because it was just so different from anything else they built. They really handle. They’re built nicely. They’re a lot of fun.”

Affordable and Aplenty

I first became aware of the obsession while talking to Brandon Pendleton, a DJ friend who lives in Miami. The guy owns a café racer motorcycle, runs his own music production studio, and rides expensive fixie bicycles. He could afford to own plenty of vintage cars, but the Corvair seeped into his veins before anything else.

Pendleton paid \$6,500 for his 1961 900 Monza five years ago. He loved the pristine white exterior and scarlet interior, plus it had only 90,000 original miles when he bought it.

“I don’t drive too fast—it’s just a cruiser,” Pendleton told me. But his care for the car pays off: So far, he’s not had to deal with any big maintenance problems on it.

According to Hagerty, the average price of a mid-level Corvair in satisfactory and drivable condition today is \$6,600, with later models of the 500 line averaging closer to \$9,700. Examples in mint condition can run to \$20,000 or even, very rarely, \$30,000.



Prices for the Corvair can start at \$5,000 and run as high as \$30,000. Most cost less than \$10,000.

Values have leveled a bit in recent years, but Klinger doesn't expect a plunge. The best idea is to buy one, work on it, have fun with it for a year or two, then sell it for as much or a little more than you paid for it. Despite a slight dip in value for earlier models, Corvairs made from 1965 to 1969 have risen

nearly 12 percent in value, on average, since 2011. Corvairs from 1968 are up 23.78 percent over the same period, with models from 1966 and 1967 up in value nearly as much.



This 1965 Corvair is clearly not in its original form, but it attests to the depth of devotion many collectors have for the model.

More important, now is the time to buy. (I like this red, 102-horsepower soft top with chrome and a new stereo that will go on sale in Mississippi in October.) Car prices are generally higher in the spring, when people are thinking of road trips and summer rallies; early autumn leaves

many collectible owners debating whether to pack their vintage babies up for winter or just sell them before the cold comes, in order to avoid the hassle and expense of storage.

“For someone looking for a very reasonably priced collector vehicle a little different than what you typically see, the Corvair is an excellent candidate,” Klinger said. “It's not a vehicle that you would want to buy in hopes of tremendous price appreciation, but it's a fun, honest, simple collector car. I hope to own one myself someday.”



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