

MEMBERSHIP

Published monthly by The Western Penna. Corvair Club, Inc. a chartered chapter of the Corvair Society of America. Articles for publication should be in the editor's hands by the 10th of each month. Al Frieni, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412) 225-2578.

OFFICERS: PRESIDENT - Walt Moore, 327-4437 SECRETARY - Carol Frieni 325-2588
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ADVERTISING RATES: CLASSIFIED ADS - Members, free; Non members, \$2 per ad;
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WPCO MEMBERSHIP:

\$6 per calendar year. Everyone's renewal date is Jan. 1. If you join during the year, your initial dues is 50¢ for each remaining month of the current year. Half price for immediate family members.

Mrs. Jan Fabyonic, Treasurer

MAIL DUES TO: 38 Sierra Dr.

Pittsburgh, Pa. 15219

CHECKS PAYABLE TO: WPCO

CORSA MEMBERSHIP & RENEWAL:

OUR CHARTER REQUIRES THAT ALL WPCO MEMBERS ALSO BELONG TO CORSA. OUR INTEREST IS IN ORGANIZATION.

New WPCO members will receive a CORSA application from our treasurer. CORSA members will receive their renewal prior to their CORSA anniversary date. In either case, fill out the form, and return it with a \$12 check (payable to: CORSA) to: CORSA, P.O. Box 2400, Panama, Florida 32503. CORSA MEMBERSHIP IS MANDATORY.

MEETINGS: 2nd Tuesday of every month. 5PM. 3rd Federal S & L. Monroeville, Pa.

PITTSBURGH ←



→ MURRYSVILLE



BUSINESS ROUTE 22

GULF STATION

PANORAMA STATION

AUT+ PARTS

D/S IS DA MEETING PLACE (DOWNSTAIRS)

2nd Federal S & L

STONERIDGE CT.

PARKING

MIRACLE MILE SHOPPING CENTER

Looking for a new Chevy? Well remember our fine sponsors and "Get a Chevy from Dave". Need parts for your Vairy? Well give Freeport Parts Inc. & WPCO member, John Costantino a call. John will give you a WPCO discount, & may even deliver your parts to the next meeting or event.



DEVEREAUX CHEVROLET
 "Since 1923"
 FREEPORT - 16228
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McKeesport
 752-2800

Attendance has been super at the last few meetings, so plan to arrive early and sip on a free cup of coffee and talk Corvairs until the meeting gets underway. Bill Artzberger is bringing his batch of old car slides to this meeting, since we didn't have time for them at the last meeting. Bill has a very good background concerning old cars, since his grandfather actually manufactured the Artzberger Steam Car right here in "River City". We'll discuss the usual old & new business, along with a tech. session, show & tell and the ever popular 50/50 raffle. So bring something to show us, bring your technical questions, and plan on an enjoyable and informative evening.

WFGC JACKET PATCHES - ON SALE AT THE MEETING:

The new jacket patches are in, and do they ever look great. V.P. Dick Freizer is handling sales and inventory of the patches. We have priced them very reasonably at \$2 apiece. Get yours quick - they won't last long at that price.

WFGC T-SHIRTS - STILL AVAILABLE AND FOR SALE AT THE MEETINGS. These are the famous "WHAT A PAIR - me & my Corvair" and "Corvairs Eat Porsches" shirts that people are wearing all over the country. Still priced at only \$5 apiece. Walt & Hazel have them and will bring them to the meetings.

FANTASTIC NEW CORVAIR BOOK - "The (in)complete Corvair Story" by CORVAIR board member, Dave Howell. This fascinating 65 page, fully illustrated, 5 1/2" by 11" book is being exclusively distributed by American Corvair Parts. The book was passed around at the last meeting, and due to a strong showing of people who would like to purchase a book, WFGC ordered 20 copies at the special chapter rate. Treasurer, Jan Fabyonio, has the books, and will be selling them at the meeting for \$6.50 apiece. This is a considerable savings over the individual rate. The books will be sold on a first come first served basis to members. If you want a book but will miss the next meeting, it would be advisable to send Jan a \$6.50 check (PAYABLE TO WFGC) and she will hold it for you until you can pick it up at a meeting or event.

OUR LAST MEETING:

The Sept. meeting was probably the best attended of the year so far. I counted over 50 people during the tremendous slide presentation. We discussed the above items for sale, Vaughn MacLis brought us up to date on the state inspection controversy, Wayne & Judy Jones briefed us on the upcoming Avon weekend, Walt Katerkosky will look into the possibility of purchasing autocrossing equipment, Darryl MacLis showed us the head & valve work that has been done on their Volvo Stinger, Bill Artzberger had a tech tip concerning the Vair automatic transmission, Joe Buffer won \$12.75 in the 50/50 drawing. Bill & Walt put on a tremendous slide show featuring the national and all three Steel City Concourses, **AND IF YOU WERE NOT THERE - YOU MISSED ALL OF THE ABOVE!!!** Our meetings are informative and a lot of fun. Why not drop in on Tuesday and find out for yourself. Don't take my word for it.

John W. Newborn once said: "People can be divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened."

When it comes to our club, which one are you?? If you fall into group 2 or 3, why not try moving up a group or two? You only go around this life once, you know!!

THE FOLKSPORT FALL FESTIVAL OF MOTOR CARS.

Sunday, Sept. 23 was a beautiful sunny early fall day, which attracted a very large turnout of old cars, spectators, and nine beautiful WPC Corvairs. Club members who participated included: The Fozels, The Artoborgers (both Tigers), Joe Buffer, John Sebbens, Walt Raczynski, new member, John Benwin, The Breiers, Mary Lou Serro, and yours truly. Mary Lou is still waiting for her Vair to return from the body shop following a fender bender, but she participated with a late 60's Comet. The Artoborgers didn't expect to win when the score sheet stated that originality should receive very high priority. Jim did indicate, however, that both cars have original windshields!!! Joe Buffer & John Benwin helped out by judging the 1940 - 48 iron that was on display. Dick Breier & myself were assigned the Ford Model A's. We asked if we couldn't judge some later cars, so we were given "THE CLASSICS"!!!! That will teach us to open our big mouths!

At any rate, The Breiers' 69 Honda coupe, won the Corvair division, with John Benwin's 69 coupe taking second, and Walt Raczynski's 66 coupe taking third. It was a fun filled afternoon, and the Corvairs on display were in as good or better condition than any other make.

OUR 2004 WINTER LONG WEEKEND.

Many thanks to Wayne & Judy Jones for arranging this event. I'm sure that we will have a great time. I'll tell you about it in the next newsletter.

IT'S PARTY TIME !!!

OUR NOVEMBER EVENT.

Mark Nov. 18 on your calendar. The Bob Smith gang are working up another thrilling road rally for us. We will start at the same place as last year (just off the Beaver Valley Turnpike exit). First car off at 1 ft. Details in the next newsletter. Keep the date open, as this will be our last driving event until the snow melts!!! **SNAB**.. is it that time of the year AGAIN!!!

NEW MEMBERS.

Tom Hara, Feb. 1962-1968 Tom is a 45 year old salesman. He is looking for a near perfect early automatic convertible. (preferably a 64). Tom already owns several collector cars, and has joined CRCA. He also belongs to five other car clubs. Give Tom a call if you hear of a near perfect early convertible. This is his work number.

Bob & Becky Harzo, Reynoldsburg, Ohio (614)864-3743 Bob, Becky, & the kids were very active members, prior to moving to Ohio. After visiting with old WPC friends at the national, they decided to rejoin and make an occasional trip back for an event or two each year. Welcome back, we missed you, & mark Nov. 18 on your calendar.

John Benwin, N. Huntington 751-2366. John is a 46 year old supervisor for Enrieco Engineering & owns 4 Corvairs, including a beautiful 69 show car. John participates in local shows, and thanks to Joe Buffer, he has really caught the Corvair fever. John is a very likeable guy who will make a good member.

READ THIS

NOMINATIONS WILL BE OPEN AT THE PARTY FOR NEXT YEAR'S OFFICERS! BE THERE - TO PROTECT YOURSELF!!

OUR 1979 CHRISTMAS/HANUKAH PARTY SUNDAY DEC. 16 SIX COCKTAILS 2PM DINNER

ONE BURN UNDER 12 - PRICE DONOR'S HOLIDAY INN APPROX. \$10

Our president and first lady have reserved the ballroom of the Monroeville Holiday Inn for our dining pleasure. Plan to arrive by 6 for drinks and snacks. Dinner will be a sit down affair with a choice of top round steak or stuffed chicken breast. As usual, bring a \$1.50 limit gag gift for each adult and a \$3 limit for each child.

MILT & HAZEL MUST HAVE AN ACCURATE HEAD COUNT. AND YOUR CHOICE OF STEAK OR CHICKEN.

BY DEC. 1, WRITE OR CALL HAZEL AT: 210 Altaview Dr. Monroeville, Pa. 15146

DON'T DELAY - CALL OR WRITE TODAY.

(412)327-4437

VAIR INVESTMENT FROM THE FINE NEWSLETTER OF THE LONG ISLAND CORVAIR ASSOC.

Points to ponder:

Let us examine the price of a new car.

1. Purchase price - \$5,000 average.
2. Insurance - \$800 a year with a good record.
3. Upkeep - \$300 a year average for the first four years
(This is aside from any out of the ordinary work such as starter motors or water pumps etc.)
4. Resale value - The car will lose 20% of its resale value the first year unless it has some special quality such as a sports car, economy special or last of its kind.
5. If you take out a loan to pay for the car you can expect to pay about 12% interest - depending on the time schedule you can expect another \$150 to \$200 a year.
6. Sales tax - \$350. (300 or 7%)

So when you get down to it a new car costs almost \$2000 a year to run. With gas figured in it comes to \$2500. When you come down to a cents per mile figure this becomes 25¢ per mile. (Assuming the car is driven 10,000 miles a year.)

So what has this got to do with you and your Corvaire? The next time you debate over spending that \$100 or \$200 on fixing your car think about what the car is costing you compared to a new car. If you have a solid base car to work with, even a complete restoration is not totally unreasonable. To spend \$500 to keep the car running for another year will save about \$1500. Of course there are reasons for buying a new car and if you keep it for 10 years the costs become a little more tolerable. But it will miss one thing that the Corvaire has - it is a piece of automotive history and as such will remain constant if not increase in its value over the years.

Chris Zarzycki

FOR SALE

- 65 Monza 110/auto, exc. mechanical condition, a convertible, black, inside & out, new tires, battery, solid x-member, 54,000 miles. Needs minor body work and T.L.C. Offers, also - many parts, including 110/auto powertrain, seats, panels, etc. R.J. Cunningham, Sharpshurg 782-4061

FROM SAN WOOD G.I.E. NEWSLETTER

CARBURETOR REBUILD KIT REF NO. 3-5-79

Were you disappointed with the G.M. or other rebuild kit when you did the latest carb rebuild? Next time try NAPA's ECHLIN #2-5259 kit (1961-1969 except 140 secondaries and turbos) for one that has really simple but thorough instructions, union tipped float valve, a float measurement gauge that works and includes the rubber seal for the late carb idle vent valve (which by the way has been discontinued by G.M. It was #7027692).

*NAPA = National Auto Parts Association

*JIM CRAIG, S.D.C.C.

THINK ABOUT THIS ONE - BY HERB BERKMAN OF CORSA WEST OF L.A. CALIFORNIA, & CORSA PRESIDENT. 5.

THE KRN-STATE SMOG INSPECTION - it ain't so bad - if you pass!

I recently bought a 1966 Buick (another one) with 35,000 miles on it. It runs pretty good, but since I bought it after March 19, I knew I would have to go through the newly initiated State-run smog inspection station. The days of sending away to an unknown post-office box to get your black market smog certificate are over.

Of course, 1966 cars had absolutely no smog controls. In fact, they even have a road-draft tube sticking out the bottom for crankcase ventilation. It was with some curiosity and a great deal of anxiety that I looked forward to the big test. I guess I just resigned myself to failing the test and then having to go to a certified inspection station to have it repaired. Of course the best hope in that case is that it will cost more than \$50. If it does, you're automatically exempt. The worst thing that could happen is to get conned into installing a NON-SMOG retrofit device. No way, Jose!

Anyway, I decided to just leave the engine alone. It was running fine when I got it. I did change the oil and filter and upon finding it uncomfortable after sitting for a week, I replaced the fuel pump. That's all!

On a Wednesday, about noon, I went over to the inspection station, at 9333 Washburn Ave. They have four lanes, of which three were open. About 10 cars were in each lane. The wait was no longer than about seven minutes for the shortest car in line. The average seemed to be about three minutes.

When you go through, you first stop at a technician who asks you what year, etc., and takes down the first two digits of your odometer reading. She also opens the hood and looks at your engine (I don't know why). Then she enters the info on the computer and sends you forward to a guy with a dip for you to drive on to. He gets you on the machine and strokes a emitter up your tailpipe (ouch!) while another guy hooks an inductive pick-up to something on the engine. About 30 seconds later he tells you to drive ahead and then hands you a sheet torn out of a computer with the results printed on it. If you pass you also get a form to take to the DMV to get your registration.

Guess what? I passed. In fact the readings didn't come anywhere near the limits. On hydrocarbons, the reading was 122 ppm out of an allowable of 1200, and on Carbon Monoxide, it was 1.22% out of a possible 7%. As I left, the Technician said "you've got a pretty clean little engine there. Unusual for '66 Buick cars."

Well, I just don't get it. If a little old 1966 car (nineteen years old!) without a tune-up can be that clean, why is it costing us billions and billions in new regulations and emissions controls to clean up the smog? Look to me like some idiot bureaucrat has completely screwed up our economy, life-style, government and everything else important for absolutely nothing. I feel like going into a sound-proof room and screaming my head off for a couple of days. Herb Berkman

**CONSIDER CUTTING
OUT THE ABOVE
ARTICLE & CARRYING
IT IN YOUR WALLET
FOR THE NEXT GUY
WHO THINKS YOUR
"OLD CAR" IS MAKING
HIS AIR DIRTY) TO
READ. NOTICE THAT THE
66 VAIR NOT ONLY PASSED,
BUT PASSED WITH FLYING
COLORS!!! THANK YOU
HERB.**

CLIPPER FROM SOUTH COAST
CORSA'S "HOT AIR"

'64 HOODS By Tim Shevlin, from the Vintage Times Newsletter, Vintage CORSA . . .

While working on our '64 Monza project car, we discovered that the hood was hopelessly rusted away around the "CORVAIR" letters at the front, a common problem created by Fisher Body but thankfully corrected in a mid-1964 change. The second design hood has letters fastened by rubber washer equipped nuts that are readily seen on the underside of the hood. Check to see if your '64 restoration has the early design, and if so, try to obtain the relatively rare second design in a wrecking yard while they are still available. A good used trunk lid will probably cost you less than having the old rusted one fixed.