

SEPT. 79

THE WESTERN PENNSYLVANIA CORVAIR CLUB, INC.

MEMBERSHIP

Published monthly by the Western Penna. Corvaair Club, a chartered chapter of the Corvaair Society of America. Articles for publication should be in the editor's hands by the 10th. of each month: *Al Friend*, 3677 Portee Trail Dr. Murrysville, Pa. 15668 (412)325-2538.

OFFICERS: PRESIDENT - Walt Moore, 327-4437 SECRETARY - Carole Friend 325-2588
VICE PRESIDENT - Dick Breier, 563-4591 TREASURER - Jan Fabyonic 327-7361

BOARD: Bill Artsberger, 364-6842 Joe Buffer, 523-4801 Dave Fabyonic, 327-7361
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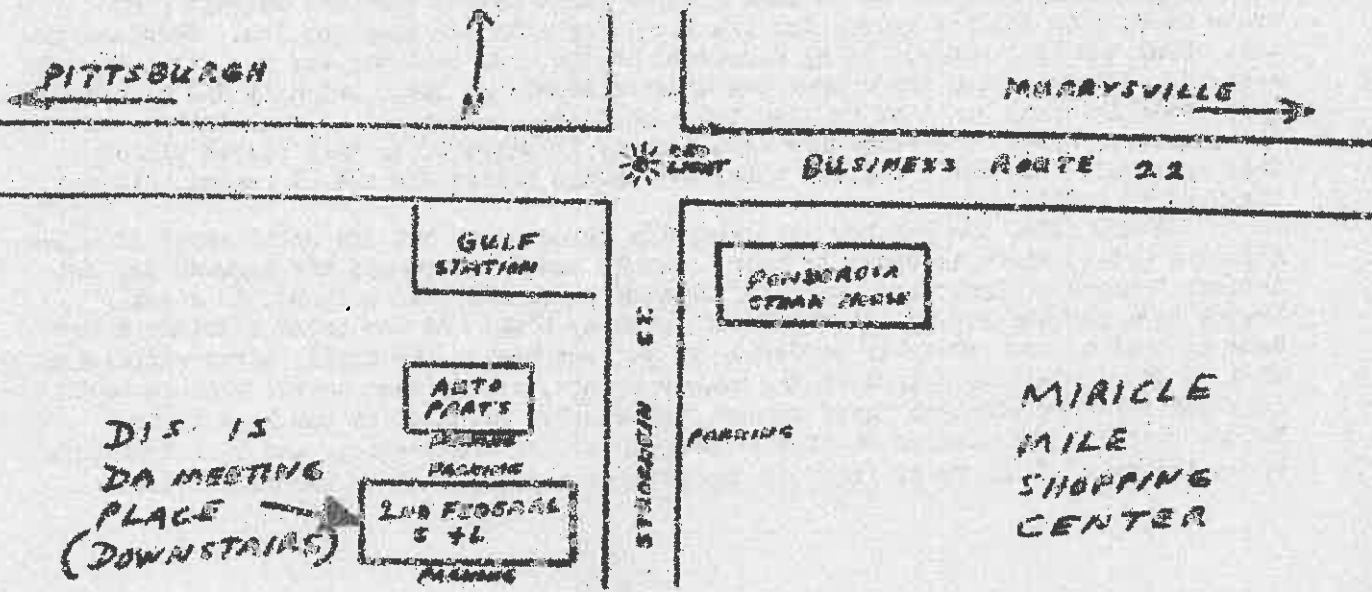
WPCO MEMBERSHIP: MEETINGS ARE HELD ON THE FOURTH TUESDAY OF EVERY MONTH.
\$6 per calendar year. Everyone's renewal date is Jan. 1. If you join during the year, your initial dues is 50¢ for each remaining month of the current year. Half price for immediate family.

Payable to: WPCO. Mrs. Jan Fabyonic, Treasurer
MAIL TO: 38 Sierra Drive
Pittsburgh, Pa. 15239

CORSA MEMBERSHIP & RENEWAL:
CORSA renewals will be mailed to you prior to your anniversary date. Fill it out and return it to CORSA, along with a \$12 check, payable to CORSA, Inc. Non WPCO members will receive a CORSA application from our treasurer. CORSA MEMBERSHIP IS MANDATORY.
CORSA's address is: P.O. Box 2458, Palmacola, FL 32501.

OUR NEXT MEETING 8PM TUESDAY SEPT. 25 2ND FEDERAL S & L MURRYSVILLE, PA.

After the usual old & new business portion of the meeting, we're going to have a tremendous slide presentation. Bill Artsberger and Walt Hatenkowski took a ton of slides at the national, and will be presenting them to you at the meeting. In addition, Bill is bringing slides of antique & classic cars, and Ron Fedaraak of Group Corvaair was nice enough to loan us his fantastic slides of ALL THREE STEEL CITY CONCOURSES. I'd like to ask all members to bring any and all slides and pictures of the national. Above all DON'T MISS THIS MEETING. IT'S GOING TO BE A GOOD ONE!!



Well the 79 national has come and gone. Like all conventions, it had it's good and bad points, with the good far outweighing the bad. Corvairs rolled home from 34 states and provinces, one came all the way from San Diego!

WPGC made it's best showing ever, in terms of both overall attendance and in awards won. Would you believe, 34 adults, and 50 total. (Statistics compliments of Judy Jones). We were second only to Chicagoland Corvairs in overall attendance, & due to the Chicago contingent's strong showing in the autocross, they also "unofficially" tossed us out in total trophies. IN THE SPIRIT OF TRUE SPORTSMANSHIP, MAY WE EXTEND OUR CONGRATULATIONS TO THE CHICAGO CORVAIR CLUB.

PRESENTING THE WPGC AWARDS:

The Bralers - 63 Convertible - 2nd in early modified.

The Artbergers - 63 Tiger - 3rd in late custom.

Jim Artbergers - 66 Tiger II - 1st in late custom. (Now a senior division car).

Walt Matarkosky - 61 window van - 1st in modified f.o. (Now a senior division van).

Walt Matarkosky - 61 window van - Special Corvair trophy. (Best F.C. in show).

The Friends - 64 (white) sp. - 1st in senior division.

Jim Artberger & Gande Burrows - 1st in Gymkhana.

Jim Artberger - 2nd in class in autocross.

NOT A BAD WEEKEND, TO SAY THE LEAST!!!!!!!!!!!!!!

Unfortunately, one of the weakest points of this convention was the organization of the judging situation. Had this not been the case, I feel very confident that the Holderbaums' 64 conv. and the Krauses' 63 conv. would also have brought home trophies.

To recap this long weekend for you. It all started very early Thursday morning with the Corvair convoy's departure from Knoxville, with nine total cars, including three beauties from Group Corvair. Waiting for the convoy at exit 4 were the Jones', the Rockhills, Jim & Sandy, and the Braler Patch (their new C.B. haulin'). This was our first glance at the Tiger II, and was it ever impressive. Later on at a pit stop Jim opened the bonnet to reveal more chrome than Jimmy Carter has teeth. The Jones' had an extra passenger in their back seat!!! It turned out to be a rag doll type "dungh" with a sign around his neck that read, very appropriately, RALFH!! Ralph, spent the entire weekend in the motel lobby, next to American Corvair Parts. Further down the Pike, we spotted a yellow 64 coupe at a glance. It proved to be the Kozlowsky's who came down to meet us from Connetquot Lake. After missing connections at the planned spot, Leadore and Shirley caught up to the caravan. The WPGC & Group Corvair contingent pulled into the Samsky plaza just a little late, to be greeted by Corvairs from all over Ohio & points south. WHAT A SIGHT! The now giant convoy departed for Michigan. Then a pick-up camper came roaring by with Jim & Mini Stokes & kids waving to the gang. Wayne Jones said on the C.B. that our survival kit just arrived! In Michigan we stopped to meet Corvairs from all over the mid-west. At this point we had grown to be such a super giant convoy that the Detroit club broke us up into smaller groups for the final leg into the Michigan Inn. Needless to say, about the only subject being discussed on the C.B. that day was the giant Corvair convoy!! After passing the convoy one trucker mentioned that, not only did we have good taste in cars, but that we also had good taste in ladies!! A real tribute to the ladies of WPGC. The Falyonics were already in Detroit, so they missed all of this madness!! You won't believe this, but Archie Miller did not, I repeat, did not throw a fan ball!!!!!!!!!!

At any rate, the weather was generally threatening but dry until about 50 miles from the hotel, where it began to pour. Carole and I pulled off the highway and sat through 4 hours of lightning, thunder, driving rain, and then a flood, in a small branch bank parking lot, in the middle of Nowhere, Mich. At one point a Brinks truck came up next to us. Probably wondering if we were casing the bank! After explaining that we didn't want to splash up the undercarriage, one of them asked, what we would sell her for? My straight faced answer, was simply, how much do you have in that Brinks Truck?? We managed to find a local motel for the evening, and Lil' Greampuff spent the rest of the rainy night in the owner's garage, next to her Mark IV!!!

Unknown to us, the caravan drove out of the rain a few miles up the highway. Just to make matters worse, we missed a super impromptu WFOC party in the Halderhausens' room last evening!! Since has it that Dick Braier was so worried about their convertible in that crowded parking lot, that he slept in it Thursday night!! The parking situation was horrible & I don't blame Dick one bit. I might add, however that Carole and I have been to many nationals, and this was not the typical parking arrangement, or lack thereof!! I'm also sure that enough flak will fly because of this, that roped off parking will become top priority again.

Friday arrived with lots of sunshine in time for a full day of touring the Willow Run Plant, Greenfield Village, The Ford Museum, tech. sessions, the Corsa business meeting, and the road rally. (Sandy & Jim took eleventh place). Friday was then topped off with another impromptu party in the Halderhausens room!! We did make this party, and were kept in stitches by the joke telling of Hazel Moore & Carol Graf. Carol Graf thought that this weekend would be nothing but cars, cars, cars for the guys, with nothing for the gals. Well, it didn't take long at all until she admitted that she was having the time of her life!! I think that we all were doing the same.

Saturday brought another beautiful day, for one beautiful concours. Just about every police car in Detroit was on hand to block intersections, etc. for our 3 mile long Corvair parade to the GM Technical Center, led by the Kerotia Shriners in their flag Vairs, and flag van, along with a band playing from several Corvair Harpsides!!

The Concours was held along the shore of the lake, and GM had rolled out the red carpet for us. All of the Corvair based dream cars were on display as well as two Corvette based experimentals. If you were real lucky, you got a ride around the grounds, chauffeured by GM engineers having the time of their lives. It was rumored that a GM official asked if Don Schneider's three beautiful Vairs could be parked elsewhere, because they were making the GM cars look shabby. AND THEY WERE!!!

The number of cars competing was overwhelming and the undermanned judging corps had their work cut out for them. WFOC members Rich Leary, Bob Smith, & Mike Smith pitched in as judges. Rich Leary in particular, worked his tail off all day, and probably judged a portion of every car in the concours.

The Artzbergers unveiled black T-shirts with red, orange, & yellow stripes across the middle, which matched the Tigers' color scheme perfectly. They certainly were a big hit with the camera bugs. In fact, Bill said that Irene hasn't been photographed so much since she was a Playboy Magazine centerfold girl!!! One lady took one look at Jimmy's Tiger II and accused him of "copying" that ranale dazzle paint job from the car on the Jan 79 CORSA Communique cover!!! Then, near the end of the day, a whole herd of ducks couldn't stand it any longer, so they emerged from the lake and waddled past the Tiger Cars for a closer inspection.

In the afternoon a movie called "Car On Trial", featuring Frank Winchell, now director of GM engineering and our banquet speaker, was shown to a standing room only crowd. The movie was made to train GM attorneys on the technicalities of car handling, prior to entering the court rooms to defend the Corvair against all sorts of far flung claims spawned by Ralph what's his name accusations. It showed a sequence where "the accusers" had made a film strip supposedly showing how hard it was to keep a Vair from rolling over. What they didn't show the jurors (And were too stupid to cut out of their film strip) were the fourteen or so unsuccessful attempts to turn it over! In fact, during routine rollover crash tests, during the Vair's development, about the only way GM could roll the car was to run it off the track into a deep ditch at high speed! The attacks on the swing axle were even more phony. They proudly displayed a Corvair swing axle with a camber angle of about 45°, with the shock absorber dangling, clearly disconnected!!!!!! Any moron can look at any swing axle suspension and see that the shock prevents the carber angle from going beyond 3 or 4 degrees negative. After disproving the famous Ford arrow theory, the movie went on to show various oscillation, oversteer, & understeer tests using the early Vair, the Valiant, and the (NO HC) Falcon. We all know that the Vair's handling is far superior to its 60's competition, but you would have to see these tests to really appreciate the fact that it was actually "light years" ahead of them!! The Valiant was a so so performer, but the Falcon was so bad that it actually brought on knee slapping laughter! I'm sure

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you all know that Ford's better job idea? was the best selling of the three!!!!!!
Doesn't that say a lot about the American consumer, not to mention Ralph Natch Mouth!!
This movie will never be released to the public, and if you did not attend this
national, you will probably never see this amazing 1 1/2 hour film.

Later that evening we poured into the huge ball room for the awards banquet.
Dinner was delicious, and the chapter roll call was a riot, as usual. WFOC held the
early lead when all 3 1/2 tables of us jumped up, waving gold napkins and cheering at
the top of our lungs. We were outdone only by the Chicago gang with their flashing
neon CORVAIR sign and the San Francisco group who treated us to a mini fireworks
display!!!! I wonder if other car clubs have half as much fun at their conventions
as we do?

Mr. Kimball's speech was nothing short of tremendous. I still can't believe
that an engineer could keep such a huge crowd in stitches, while delivering so much
information about the attacks on the Corvaire. He mentioned that he has given many
talks on the Corvaire, but this was the first one to a friendly audience! He drove
his wife's Vair to the banquet, and said that this was the first time he had a hard
time finding it in the parking lot!! I'm sure that a future CORSA Commandique article
will carry his entire speech. I would highly advise reading it, in its entirety,
several times. Then the next time a typical idiot says something off color about
your Vair, you will be armed to verbally nail him to the wall!!!!

The trophy presentations came late in the evening, but we had so much to cheer
about that we all perked right up. I only wish that you all could have seen the ear-
to-ear smile on Walt Matenkosky when he came back to the table with his trophy and
said, "We did it", to his nephew. Then he topped it off with the Corvair's special
award commensating the best F. C. in the whole damn show!!!!!!!!!!!! Our V.F. looked
as bashful as ever, but obviously happy he decided to bring the convertible, and not
the beater! Jim & Sandy looked like they were on cloud nine, and Jim's father looked
like the guy who just married the playmate of the month!!! Yours truly and my better
half are still in a state of shock. We owe a special thanks to Rich & Barb Leary for
clearing our wire wheels on Saturday, allowing us time to concentrate on the rest of
the car. Would you believe that we decided to forgo the WFOC party in the Helderbaums
room!!

Early Sunday morning saw the WFOC contingent busily setting up the gymkahn
under the supervision of Bill Artzberger. Now all of Corvaire knows how to have fun
at a gymkahn! A job well done by all WFOC members present, and by Bill Artzberger
in particular. Jim & Sandy turned in their winning time early in the day, and
everyone else had something to shoot for. Sandy is such a competitor that she went
between two stations with her finger caught in the door. Sandy sounded like Chuck
Noll when she said, "Whatever it takes"!!! Sunday evening's award dinner featured a
wonderful lady to present the annual Edward N. Cole trophy. None other than Dollie
Cole in person, Widow of the famous GM executive known as the father of the Corvaire.
Mrs. Cole shocked everyone by announcing that she will annually travel to our convention,
to present this most coveted of all CORSA awards. She also announced that their son
will soon celebrate his 16th birthday, and that his present is going to be A CORVAIR!!

I have a hunch that all of our members who attended this convention will
also be in next years cowboy to Atlanta. Why don't YOU plan now to join us?

SOME ADDITIONAL THOUGHTS ON THE 1979 CORSA NATIONAL CONVENTION

Bren though John & Clair Costantino did not join us at Detroit, John's contribution to
our success was obvious. I doubt that any of the WFOC cars in the competition did not
have a few or many parts supplied by John. He acquired Walt Matenkosky's hubcaps & if
John would not have come up with a dent free muffler for us at the last minute, our
car would not have made the trip. John, from all of us - THANK YOU.

We all get to visit with the Martzoc, who are rejoining WFOC.

Thank you to Jerry Moore, convention chairman, and to the entire Detroit Area Corvaire
Club for a job well done. We all appreciate your hours and hours of work and planning.

August 11, 1979

Dear Member,

Senator Manbeck sponsored Senate Bill 649 which changes the semi-annual state safety inspection to annual, and sets up the exhaust emission tests using an independent testing company, Automotive Service Councils of Pa., the largest independent garage association, as well as many other knowledgeable people don't want to see this happen. We need your help!

In a letter to ASCP members from Mark Whryk of KMA Associates, our lobbyist in Harrisburg, he states---

It is still advisable to have members in your local chapter contact their senators on this matter, emphasizing the retention of semi-annual safety inspections and the added convenience of incorporating proposed emission inspections into the current system.

Now, I'm asking that the members of WPCO please write to their senator and ask to keep the semi-annual safety inspection, and to have the emissions tested once a year (a federal requirement), at the same facility. To build new testing sights, have you take each car you own to that sight (I have a new map of the proposed sights in the area-- can be as much as 15 miles in one direction). Wait in line if one is present, and then have the test made by an employee of the testing company, and the person might not have any mechanical knowledge at all, I don't feel is the proper approach to the problem we're being faced with.

If you don't know who to direct the note or letter, please call HAMLIN'S and ask for Vaun, at 221-2100. There is a reward - if ASCP with the help of the public can persuade the lawmakers to do this, your car repairs will not skyrocket from lack of maintenance, and you can take your car to your choice of garages to have the emissions tested.

I THANK YOU for your help - - -

Vaun L. Hamlin, Jr.

Isadore Krouse traveled to Glens, N.Y. to compete in their antique car show. I'm proud to announce that Isadore's blue 65 convertible brought home a second place trophy, and a Lakewood Wagon took first in an earlier class.

Corvairs in print - Old Cars gave our national FRONT PAGE coverage in the Sept. 18 issue, and gave CORSA & WPCO a tremendous plug a few issues back. Car Exchange has a very good 6 page article titled, "A Cult Car Is Born, The beginnings of the Corvair". This is the first of many Corvair articles to follow. Car Collector & Car Classics features a beautiful 64 Spyder op. on their cover for the Aug. 79 issue. Inside there is a ten page article titled "Corvair: Fast, Nibble, Affordable". It depicts the Corvair as a real sleeper!!! I highly recommend that you subscribe to any or all of these fine publications. I can supply you with prices and addresses.

Walt & Hazel Monroe are looking for a good spot for our Christmas party.

NO SEPTEMBER EVENT - Due to the Jewish holidays and the fact that we all need a rest after the national, Isadore & Shirley Krouse have rescheduled the Cooke Forest convoy and picnic for next spring.

Don't forget our Oct. 12 - 14 Aqua Marina Lodge weekend. Details at meeting.

OUR LAST MEETING

Our V.P. did a fine job of conducting the meeting, since our president and first lady were still in Canada, returning from the national. We mostly kidded around our fantastic experiences at Detroit. Tony Phelps was kind enough to review the CORSA insurance policy for us and answered many questions concerning our coverage. New member, Jack Griffith kept us laughing as he told a very interesting "throttle linkage" story!! Bill Artsberger passed around a very interesting album about the Artsberger Steam Car, one of those days Bill has promised to write a newsletter story about this Pittsburgh car built by his grandfather.

FOR SALE

- 63 Monza sp. auto. white, normal rust, good X-member, extra filters, belts, etc. \$75 or \$100. Bill Urban, Greentree 921-2508.
- 67 Monza sp. 110/auto, 75 Cadillac burnt orange, black int. 88,500 mi. surface rust only, offers over \$1000. Bob Hemphill, R.D.#2, Mercer Rd. Beaver Falls, Pa. 15010.
- 65 Monza conv. 110/auto fair to poor cond. & 65 Monza sp. 140/3 sp. eng. & trans. rebuilt, rustproofed, & primed, many extra parts. Min for \$1000. Cars are in Mich. Mrs. A.L. Greene (412)682-7732 (Pgh.) or Andy Dixelhart, Fenrville, Mich. (616)243-8351
- 62 Spyder sp. & rare 62 Spyder conv. plus 62 Monza sp. parts car & spare Spyder eng. best offer, Dave Gretei. Butler (412)283-2074.

WANTED

Late conv. fair condition, at least, preferably 4 sp. Bill Artsberger (612)364-6842 (COULD THIS MEAN A TIGER III?????????)

COMING EVENTS

Sept. 23 - McKeesport Optimist Club Fall Festival of Motor Cars. Registration 11 AM - 1PM. Renzie Park, McKeesport. Jim Heatherington 604-9213 for info. (67 & older) A beautiful show with beautiful trophies - Don't miss it.

BE EARLY FOR THIS MEETING - WE HAVE LOTS OF BEAUTIFUL SLIDES TO SHOW AND WILL NEED THE TIME. DON'T MISS THIS MEETING!!!

MANY THANKS TO OUR OLD FRIEND BILL ALLAN OF THE PITTSBURGH PRESS FOR THE FOLLOWING LINES IN THE AUG. 20, 79 PRESS.

LATE ARRIVALS

FOR SALE - 65 MONZA sp.
 GOOD BODY - TIRES, REBUILT
 ENGINE, \$600, ALSO
 2 RT V LEFT - 63 CONV.
 DOORS WITH GLASS \$30, EA.
 65 - 6XC FRONT CROSS MEMB.
 \$65.00 - 63 CORSA DASH V
 GLENZ BOX DOOR - SP350 C
 MISSING ON DASH \$25.00
 ALL ABOVE 837-6709
 SCOTTDALE - PA
 HAROLD SENSLEY.

DISAPPEARING IN THE Corvair Society

of America, which travels Detroit this week. They're Corvair owners - and examples - if you didn't already have.

The Corvair was introduced by Chevrolet just 20 years ago, and it was less 10 years ago that the little Chevy's popularity hit double (that's as close as Corvair Club members will come) and the society was formed.

Membership has numbers close to 7,600 and those attending the 10th annual convention (locally in Southfield, Mich.) will visit General Motors Technical Center and the Willow Run assembly plant. A large delegation from Pittsburgh will be there, according to Al Friend, club chairman for the local club.

MORE - IN LATE MODEL STICK BELL HOUSING. WANTED JIM STOKES

WANTED. 64 CONVERTABLE AUTO - IN EXC COND. TOM MARA - 362-1400