

THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

NOVEMBER 1983



Happy Holidays

THE WESTERN PENNSYLVANIA CORVAIR CLUB WANTS YOU!!

MEMBERSHIP APPLICATION

That sure is a great little car you're driving. In fact the Corvaire is probably the most courageous, creative, and potentially the best engineered automobile to come out of Detroit in modern times. As you may already know a two year study conducted by the U.S. Dept. of Transportation, and suggested by Mr. Ralph Nader, concluded "The Corvaire quantitatively meets or exceeds standards set by contemporary automobiles in stability, cornering, and roll-over tests." It is also the only car ever proven safe in a court of law!!

Next time a fellow Corvaire driver waves to you, hold your head high and wave back, since you have something in common. "The Vair" however, is far from a common car. They are now quite rare, gaining in value, and have so many sensible features when compared to today's plastic and cardboard cars. Isn't it great not spending money on antifreeze and snow tires for example!

We are a chartered chapter of "The Corvaire Society of America" (CORSA), a rapidly growing international organization now boasting over 8,000 members. Like all automobile marque clubs of international stature, CORSA requires all chapter members to also belong to CORSA, the international Corvaire club.

The long range goals of both clubs is simply to increase the enjoyment and preservation of the Corvaire automobile. We provide - technical and historic information, parts procurement, professional publications, and an international classified ad service. We sponsor and participate in - Corvaire shows, rallies, time trials, autocross events, mini conventions, and national conventions. We love driving to local points of interest, touring style, in Corvaire convoys. We have parties, picnics, and dinners, there's always plenty of Corvaire talk, and all of our events are family affairs. Our membership includes people from every imaginable age group, background, and profession. Our chapter provides a twelve page monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Communiques".

We would love to welcome you, your family, and your Corvaire into our club. Simply complete the attached application and mail it to Al Friend, WPCC Liaison. Remember, the nicest people drive Corvaire, and "You're Always Ahead With Your Engine Behind." Hope to see you soon.

MEETINGS: The 4th Tuesday of every month, 8 p.m. at the Good Shepherd Lutheran Church, Monroeville, Pennsylvania.

DUES: LOCAL \$9 per calendar year, of 75¢ for each remaining month of the current year. Half price for immediate family. Payable to: WPCC.

CORSA: Our charter requires that all WPCC members, also belong to CORSA, our national organization. New members must enclose a completed CCORSA application and a check payable to CORSA, Inc. for \$14. If you already belong to CORSA, then send only WPCC information.

MAIL TO: W.P.C.C. c/o Al Friend, 3677 Forbes Trail Dr. Murrysville, PA 15068 (412)325-2588

NAME _____ AGE _____ OCCUPATION _____ PHONE _____
ADDRESS _____ ZIP _____ DATE _____
CORSA MEMBER? YES NO CORVAIRS OWNED, YR. MODEL _____
RECOMMENDED BY _____ AMOUNT PAID _____ OTHER CAR CLUBS _____
OTHER INFORMATION: _____

Minutes of the WPCC meeting of October 25, 1983

by Sandy Burrows

Meeting was called to order at 9:10.

Present were president, secretary, treasurer, and board members Herb Horn, and Carol Friend.

Treasurer's Report: read and approved. New balance \$994.04.

Secretary's Report: read and approved.

It was reported that Bob Ashworth is in good spirits for his upcoming operations. A card was sent to Bob. (It had a picture of the now infamous... Packsaddle Bridge) Best wishes to you Bob for a speedy recovery. Word is that Isadore is feeling much better. Hope to see him at the next meeting.

OLD BUSINESS:

Ed Clapper showed off his Peoples Choice Trophy from the Kane Road Drive-In Car Show. First of many we hope.

Al spoke on our Compass Inn Trip. Good tour (as per Al Friend events... plenty of rain) The bakery was definitely one of the high points. Dinner at the Valley Inn was excellent, we even had a nice cozy fire. Special thanks to Archie for the restaurant and to John Getz, our bridge guide. To all who didn't make the trip (especially Bill A.) you missed your chance... due to technical difficulties Al could not respond to anything said to him on the CB).

Bob Larison spoke on Corvaire Days in Ohio. Good weekend, nice people and cars. Don Snyder's was impressive. A sight worth seeing.

Bill Brill spoke on Ligonier Days. He and Archie cleaned up their cars but unfortunately the parade was for cars up to 44. They enjoyed the day anyway... wait to wait people and of course cars.

NEW BUSINESS:

Discussion on whether to receive Classic Sixties Magazine... consensus was no.

North Park Picnic should be nice. Bring a covered dish and spend the day by the fire.

Al informed us that Boyce wouldn't give us any support in our efforts to see Ralph. Finally in print... Corvaire A History and Restoration Guide by Bill Artzberger. Forms are available to reserve copies... see Wayne Jones. Congratulations Bill.

December holiday party will be Dec. 11 at Hartners Restaurant Rt. 19 North. This is right near Exit 3 of the Turnpike and also the I-79 Exit. Details in The Vair Street Journal.

Bob will be calling people for the nominating committee.

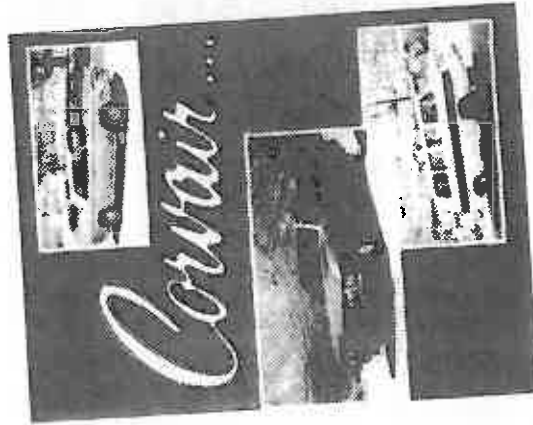
Meeting adjourned 9:16

50/50 won by Wayne Jones

By orders of Judy... Wayne was gagged for the meeting (PS to Judy... he cheated).

Congratulations to Bill Artzberger on the Publication of his book, Corvair — A History and Restoration Guide!

ANNOUNCING



Corvair

Reserve YOUR Copy Now!

To be published
December 15, 1983

Corvair
A History and Restoration Guide
by **Bill Artzberger**
Following a brief history of the Corvair's development and production, author Artzberger offers a definitive, detailed guide from evaluation, identification and selection of your Corvair through complete

restoration. Techniques, refinishing products, detail photos and cut-a-way drawings accompany each step of the restoration process. Appendices include production figures for each year and model, series identification, engine series number, rear axle identification, color trim and paint charts, hub caps, and suppliers. 240 pgs. 250 illus., 8 1/2 x 11, Paper, 0-89404-079-0, \$19.95.

..... AZTEX Corporation, P O Box 50046, Tucson, AZ 85703

Please address orders to:

AZTEX Corporation, P O Box 50046, Tucson, AZ 85703

Please send _____ copy(s) *Corvair: A History and Restoration Guide*, at \$19.95 plus \$1.50 shipping and handling (total of \$21.45) each.

Ship to:

Name _____

Address _____

City _____ State _____ Zip Code _____

Compass Inn Recap

by Al Friend

We would like to thank all of the members who manned their umbrellas and toured the Compass Inn with the water logged Western Pa. Corvair Club. My better half called it again, or should I say, caused it again! Why, oh why, in this driest year on record, does it always rain on our events? Perhaps, next year it won't rain on any of our events.

We got off to our usual late start, and the second half of the Corvair convoy caught the first red light. Nothing new there! No problem, we just slowed down to a crawl assuming that the second light would turn red, allowing them to catch up. You guessed it, when you actually want a red light, there is no way that you are going to get one! Since the rear guard was still sitting at the endless first red light, we decided to stop at the endless second green light, until it turned red. After a few minutes of this unbelievable scene, Pat Greenwald finally said on the CB "I wonder if you can get a ticket for this?" Well the second half finally rolled up and we all took off through the endless green light.

About this time our CB decided that it wouldn't transmit any more. So Pat Greenwald again took to the airways telling everyone that we could hear them but couldn't talk back and that this would be a swell time to get things off your chest and dump on Al! Thank God, Bill Artzberger wasn't on this trip!

At the Compass Inn, we were divided into three groups and taken through the Inn, the barn, the cook house, and the blacksmith shop. The tour was fascinating and the hostesses were very informative. We all agreed, however, that perhaps those were not the good old days after all.

Then it was time to depart for Pack-saddle covered bridge, but alas, it was rumored that the gals discovered a great bake shop across the street, and were holding up progress. But, as it

turned out, our man Herb Ham was holding up the show, trying to buy out the store! This was documented on film for all to see, at the movies, during the upcoming holiday party. John Gefz, our eastern most member, then took over the convoy leader duties in his beautiful black late model coupe, and led us to Packsaddle bridge.

Our luck hadn't changed — half way up Laurel Mountain we came upon — AN EIGHTEEN WHEELER! Ah yes, a modern day Conestoga wagon, and yes, he was moving up the mountain at the speed of a Conestoga wagon! Yvain Hamlin commented that he must have been powered by a Corvair engine. The weather gave us some interesting effects, as we would actually drive up into the clouds, then drop down out of them into the valleys. Leaving the main highways we seemed to enter a different world. We passed ancient farm buildings, cows on the road, one room school-houses, a herd of deer, boulders with interesting things painted on them, cow chips on the road, hillbilly houses, multi-colored trees, tiny grave yards in the misty woods, a dead skunk in the middle of the road, and finally Packsaddle bridge, freshly painted, no less. The best view of the bridge is from downstream, so you can see the bridge and waterfall together, but the water was high and the rocks slippery, so few ventured down there. Club secretary, Sandy Burrows and board member, Judy Jones decided to try it. Jim Artzberger simply aimed his camera at them and waited for an interesting picture! I'm sure that Jim will bring this very interesting picture to the party also.

On the way to the restaurant we discovered how to get Archie Miller to drive over 45 MPH. You simply tell him that we are late for dinner and that we are putting him in the lead. Boy, was it fun diving out of the mountains at 140 MPH! There is absolutely no truth to the rumor that Archie 63 convertible won't go over 45 MPH.

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WPCC Winter Holiday Party — Sunday December 11

by Bob Larison

Our winter Holiday Party will be held on Sunday, December 11, at Hartner's Restaurant at 5 p.m. Dinner will be served at 6 p.m. A cash bar will be available.

Hartner's is located on Rt. 19, 1/4 mile North of Exit 3 (Perry Hwy.) of the Pa. Turnpike or the Mars Exit on I-79.

Final count and payment must be made by December 5.

Choice of Meals:

- Stuffed Boneless Breast of Chicken
- Baked Ham w/fruit Sauce

Adults \$12.75
 Children (8 yrs. and under) \$ 7.10
 Tax and tips included

19.00 + 1.00 = 20.00
6.00

Fill out the reservation form below. Send it to arrive before Dec. 5, with check (payable to Hartner's Restaurant) to:

Mr. & Mrs. Robert Larison
 P.O. Box 212
 Ingomar, PA 15127

There will be a Premiere showing of movies taken during events throughout the year. And who knows, maybe even Santa will be there.

If you wish, you may bring this reservation form and check to the November 22 meeting.

| Entrees | Number of Adults @ \$12.75 | Number of Children @ \$7.10 | Amount |
|-------------------|----------------------------|-----------------------------|--------|
| Breast of Chicken | | | \$ |
| Baked Ham | | | \$ |
| TOTAL | | | \$ |

\$10.00 *\$6.00*

NAME _____

A word from the "Prez"

Now that our summer activities are over, and the year is drawing to a close, I'm sure there are many enjoyable memories for us all. A lot of work and planning went into each of these events. A hardy thanks is in order for those who gave of their time and talents to make our events the successes they were. And our thanks to those who came to our events, even if you did get wet most of the time.

If you have an idea for a future event, please let me know, or bring it up at a future meeting. Suggestions are always welcome. With many new members in the club we look forward to new ideas.

It was good to see some new faces for our fall foliage tour. Of course there were the "old faithfuls" who turn out for everything. The weather wasn't the greatest, but the food was good.

For those of you who have show cars, it's time to put on the dust covers and tuck them in for the winter. Then there are those of us who must keep working. In hopes of having our cars ready in the spring.

The nut behind the wheel.

Bob Larison

New Members

George Fenniken, Waynesburg, Pa. (412) 627-8210. George is a 47 year old coal miner who owns two 63 "500s" and is in the process of purchasing a 63 convertible. George also joined CORSA and was introduced to both clubs by Archie Miller.

Frank Jubara, Stoystown, Pa. (814) 893-5601. Frank is a 43 year old insurance agent who owns a 65 Monza convertible. We had the pleasure of meeting Frank and his family during the Compass Inn tour. He was recommended by John Geitz, and also joined the national club.

This says it all!

Author unknown

Are you an active member?
The kind that would be missed,
Or are you just contented
That your name is on the list?

Do you attend the meetings
and mingle with the crowd?
Or do you stay at home,
and crab long and loud?

Do you ever go to visit
a member who is sick
or leave the work to just a few,
and talk about the "clique"?

There is quite a program scheduled
that means success, if done
and it can be accomplished
with the help of everyone.

So attend the meetings regularly,
and help with hand and heart.
Don't be just a member —
but take an active part.

Think this over, member.
Am I right or wrong?
Are you an active member,
or do you just belong?

From Bob Ashworth:

Who is recovering from open heart surgery —
"A thank you to all the fine people who sent cards, called or visited me."
We hope to see Bob at the January meeting.

Meeting Reminder

The next regularly scheduled meeting of the Western Pennsylvania Corvair Club will be on Tuesday, Nov. 22. Because of the Holiday party on December 11, there will be no regular business meeting on the fourth Tues. of December. The first regularly scheduled meeting in 1984 will be on Tuesday, January 24.

Happy Holidays ed.

Chevrolet Corvair — Proven Safe In Obscure Government Report

OLD CARS WEEKLY July 7, 1983

Editor's note: Since its introduction in the fall of 1959, and especially since Ralph Nader's rise to prominence in the mid-1960's, the sporty Chevrolet Corvair has been the subject of controversy. There were some who said that it was a dangerous, unstable car which should have been taken off the American road. The attacks were too much for the little car and it was taken off the market in 1969.

But Corvair owners loved their cars. Back in the early sixties, Corvair clubs counted thousands among their members and Sunday rallying was part of the fun. The Corvair was an enthusiast's car, and to this day, thousands remain enthusiastic. Unfortunately, the vast majority of American and many Corvair drivers heard the cries of "consumer groups" and their shrill attacks on the "unsafe at any speed car" but never were informed of the Corvair's vindication. Yes, its vindication.

At the insistence of those who wanted to run the Corvair off the road, the U.S. Dept. of Transportation undertook an investigation of the Corvair's handling characteristics and found the car "at least as good as the performance of some other contemporary vehicles both foreign and domestic." They found that the car had no safety-related defect. This report, released in the early 1970's, unfortunately, never received the same publicity as the original attacks. And it came too late, several years after the Corvair had been forced off the market.

But for those of you who want to know a little bit more about the Corvair and how it compared to the competition; the Dept. of Transportation's conclusions, which were sent to concerned Corvair owners in a letter, are reprinted here:

Dear Corvair Owner:

This letter is being sent to you by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) to inform you of the results of our comprehensive investigation of the handling and stability characteristics of the 1960-63 model year Corvairs. We believe that you have a right, and a need, to know the results of our effort because of the controversy concerning this vehicle and the

extensive publicity associated with it. We have concluded that the handling and stability of the 1960-63 Corvair does not result in an abnormal potential for loss of control or rollover and that the handling and stability performance is at least as good as the performance of some other contemporary vehicles both foreign and domestic.

This investigation began in September 1970. It commenced with the gathering, review and analysis of all documents, films and test data in the possession of General Motors relevant to the handling and stability question. This included the review of certain test films alleged by Mr. Ralph Nader to prove that the Corvair rolled over. Also included in the investigation was our analysis of a Ford Falcon — Corvair comparison test film made by the Ford Motor Company also alleged by Mr. Ralph Nader to prove the Corvair defective. In addition, we analyzed available accident data to determine whether the Corvair rolled over more frequently than other comparable vehicles.

After completion of our review and analysis of all available documents, test reports and test data, and statistical information, it was determined that NHTSA would undertake to objectively define the handling and stability characteristics of the Corvair through tests of its own. A concentrated program of Government testing of the Corvair and contemporary vehicles commenced during the Spring and Summer of 1971. The vehicles compared were the 1962 Falcon, 1962 Volkswagen, 1963 Corvair, 1963 Renault, 1960 Valiant, and a 1967 Corvair. The tests were designed to incorporate steering and braking maneuvers under increasingly severe conditions, including those conditions most likely to precipitate a rollover.

To evaluate the objectivity of NHTSA testing and analysis, a three-man advisory panel of recognized and independent professional engineers was retained: Ray W. Caldwell, B.S., M.B.A., President of Autodynamics Corporation; Edwin Resler, Jr., B.S., Ph.D., Director of Graduate School of Aerospace Engineering Cornell University; Paul H. Wright, B.S., M.S., Ph.D., Associate Professor of Civil Engineering, Georgia Institute of Technology. The panel was requested to review the scope and competence of the NHTSA investigation and specifically to identify any additional vehicle testing believed to be necessary.

From an evaluation of the extensive data obtained from General Motors and from other sources, from an analysis of the NHTSA comparative vehicle testing, and from the recommendations of the advisory panel, the following findings are called to your attention:

1. The available accident data indicates that the rollover rate of the 1960-63 Corvair is comparable to other light domestic cars.
2. The Corvair handling and stability compared favorably with the other contemporary vehicles used in the NHTSA testing programs. Vehicle rollover did not occur in any of the comparative tests for the Corvair, Falcon or Valiant. The Volkswagen and the Renault did rollover in some of the comparative tests. The GM test films which Mr. Nader alleged showed Corvairs being rolled over at speeds from 28 to 30 mph in fact showed that these vehicles were deliberately rolled over by experienced test drivers for experimental purposes, and that they were developmental tests not representative of the practical driving environment. Such drivers could turn over other cars under similar developmental testing.
4. The Ford Falcon — Corvair comparison test film is not an authentic evaluation of the Corvair's handling and stability characteristics and is repudiated by other Ford evidence as well as the evaluation undertaken by the NHTSA.
5. The 1960-63 Corvair will transition from understeer to oversteer at high levels of lateral acceleration, between 0.4g to 0.5g.

(The term understeer is illustrated by imagining someone driving rapidly around a curve to the right. If speed is increased and it is necessary to turn the steering wheel toward the right in order to stay in the lane, then the vehicle is understeering. If the steering requires no additional input, the vehicle is then in neutral steer. If the steering requires the driver to straighten the steering wheel or turn it toward the left, then the vehicle is oversteering. The 1960-63 Corvair will transition from understeer, through neutral steer, to moderate oversteer. Most drivers will not voluntarily operate their cars so as to encounter this transition because it occurs only during a turning or skidding movement which the normal driver would find very uncomfortable. This condition is technically known as high

lateral (side) acceleration, and is expressed in g's, or gravity forces).

The advisory panel concluded that the NHTSA investigation was adequate in scope and depth, basically sound in design, and professional in its performance. It also concluded that the 1960-63 Corvairs quantitatively meet or exceed the standards set by contemporary cars in stability tests, cornering tests, and rollover tests. The panel concluded that the Corvair is not more unstable or more likely to rollover than contemporary automobiles. Although the panel agreed with the NHTSA engineers that the characteristic transition from understeer to oversteer occurs at lateral accelerations seldom encountered by average drivers, it was concerned about driver response to the transition in emergency situations of high lateral acceleration. The panel recommended, therefore, that Corvair owners be advised that, in its opinion, in emergency situations of hard cornering, such as when the vehicle is not being operated normally and prudently and is exceeding safe speed limits on a curve or expressway exit ramp, it may exhibit unusual handling characteristics. The panel also recommended that Corvair owners be advised to maintain the tire pressures recommended by the vehicle's manufacturer.

The NHTSA engineers concluded that many vehicles may exhibit unusual handling characteristics in emergency situations. The typical conventional passenger car is basically an understeering vehicle. However, under various load, speed, and tire pressure conditions, some vehicles, both foreign and domestic, also transition from understeer to oversteer. In the extreme emergency situation, the typical driver makes a brake application, resulting in wheel lock up. In this situation both understeering and oversteering vehicles are uncontrollable. The NHTSA engineers also noted that in extreme emergency situations when wheel lock up does not occur, only a MODERATE AMOUNT of steering movement in the 1960-63 Corvair is required. Drivers will normally correct the steering wheel angle to follow driving direction without having any awareness of having made the correction.

Thus, Corvair drivers should realize that hard braking in a turn or skid: (a) can lock the wheels and eliminate steering, and

(b) aggravates oversteer.

While not enough can be said about being alert and avoiding conditions that can cause skidding movements, if these conditions are encountered Corvair drivers should remember:

- (a) that moderate steering motions will normally be sufficient for corrective action, and
 (b) that rapid jabbing applications of the foot brake is superior to a hard constant application that will lock the wheels.

Accordingly, drivers are encouraged to avoid the pitfall of wheel lock up and be advised to follow their natural reactions to the steering wheel angle, even in emergency situations. Finally, NHTSA engineers are of the opinion that the transition from understeer to oversteer in the Corvair does not result in an unusual risk of loss of vehicle control.

CONCLUSIONS:

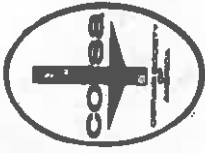
A. The NHTSA concluded that the handling and stability performance of the 1960-63 Corvair does not result in abnormal potential for the loss of control or rollover, and that its handling and stability performance is at least as good as the performance of some contemporary vehicles both foreign and domestic.

B. Based upon its analysis of all available data, its own comparative vehicle testing, and the recommendations of its advisory panel, the NHTSA concluded that no safety-related defect exist with respect to the handling and stability characteristics of the 1960-63 Corvair.

FUMES:

In addition to the foregoing, we would like to again remind those of you who have 1961-63 Corvairs of another matter. This agency has previously concluded that the Corvair direct air heater system in these models does create an unreasonable risk of accident and injury to persons in that engine fumes are transferred from the engine compartment into the passenger compartment, and such engine fumes do in some cases contain carbon monoxide in sufficient concentrations to harm or endanger the occupants of the vehicle. If you have not already responded to the instructions of General Motors in the two letters previously sent requesting that you have your vehicle exhaust-heater system inspected, we strongly urge you to

- (a) follow the instructions in those letters (if you suspect fume intrusion prob-



Corvair Society of America

Formed in 1969 by and for those who still appreciate the Corvair Automobile

CORSA MEMBERSHIP APPLICATION

CHECK ONE: NEW RENEWAL
RENEWALS

My name and address are correct as printed

Make the following corrections to my name and address:

(Please Print) Last Name _____ First _____

Address _____

City _____ State _____ Zip _____

Chapter _____ Chapter No. _____

City _____ State _____ Zip _____

Reason for joining CORSA _____

Activity Interest: _____

Age _____ Phone _____

Occupation _____

TOTAL: _____
U.S. FUNDS ONLY
 MAKE CHECK PAYABLE TO
 CORSA, INC.

CORVAIR SOCIETY OF AMERICA, INC.
 2506 Gross Point Road
 Evanston, IL 60201
 (312) 475-7330

MUSEUM FUND

A museum has been established to protect and preserve Corvair memorabilia. This fund has been established to perpetually finance the museum's growth and development.

RACING FUND

This fund provides cash prizes to winning Corvairs entered in national open class racing.

DO NOT WRITE IN BOX

| | |
|-----------|-------|
| Rec'd | _____ |
| Amount | _____ |
| Months | _____ |
| Acct. No. | _____ |
| Expires | _____ |

SURVEY OF CARS OWNED AND INTERESTS

1. I own _____ running Corvairs.

2. I own _____ restorable Corvairs.

3. I own _____ parts Corvairs.

4. I use my Corvairs for:

Concours - How Many? _____

Daily Use

Racing

Other _____

5. My main reason for joining CORSA is:

Support my hobby Fellowship

Increase the value of my investment

Magazine - "CORSA COMMUNIQUE"

To take part in () local/() national doings

6. What I like to read most in my magazine is:

Technical Tips Open Forum

Feature Articles Chapter News

Convention information Local meet information

CORSA governmental action

Items leave your windows open) and (b) have the inspection undertaken as soon as possible.

Compass Inn Recap

continued from p. 3

The food at the Valley Inn (formally called MOM's) was fantastic and very reasonably priced. Many thanks to John Getz and to Archie & Alice Miller for helping out, and to Charles Lucas for the good coverage, complete with pictures, in the Journal. A thank you letter was sent to Ken the Innkeeper at the historic Compass Inn.

Parts for Sale

Pre-Christmas Parts Sale

60-64 front crossmembers - \$75

65-69 front crossmembers - \$125

Spark plug wire sets (new) - \$6

Wrapped fan belts - \$7

66-69 N.O.S. Wheel mouldings

(set of 4) - \$95

62-64 Re-lined brake shoes

(per axle set) - \$7

61 Full wheel covers N.O.S.

(set of 4) - \$25

60-61 N.O.S. Belt line chrome pieces

(each) - \$15

Also complete line of gaskets, Viton O-rings plus many new and used parts. Free to a good home.

63 convertible interior

63 4-door interior

Parting out 64 2-door

John Sweet (412) 368-3922

Notice

The Vair Street Journal will not be published in December. Scrima will be very busy then but will be back in business as usual in January. Don't forget those photographs (see Oct. issue) and don't forget to send along articles, for sales or whatever no later than the fifth of the month of publication to:

Vair Street Journal
 Charles J. Lucas
 236 Marigold St.
 Munhall, PA 15120



188
Western PA. Corvair Club
3677 Forbes Trail Dr.
Murrysville, PA 15668

MEETING HELD
4TH TUESDAY
EACH MONTH
8:00 P.M.

GOOD SHEPHERD
LUTHERAN
CHURCH



OLD WM. PENN HWY.

RT. 48

SCHOOL

PGH.

PARKWAY BY-PASS

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT