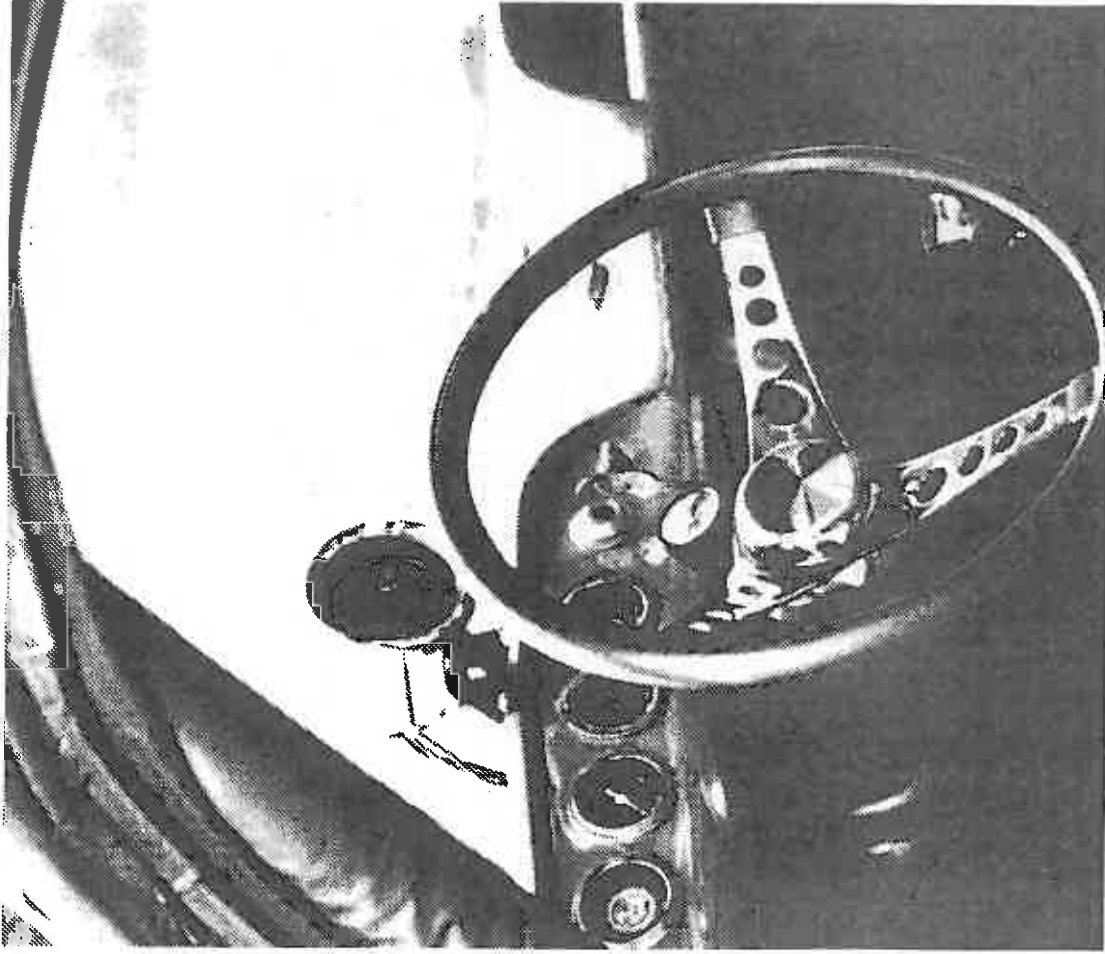


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

JANUARY 1984



Inside the Lighting Express

Vaun Hamlin Remembers—pp. 4 & 5

Meeting—Tuesday, January 24

Next Month—A WPCC Album

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 Vaire" 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" (CORSAs), 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 Communique".

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 nice people drive Corvaires, 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

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

MAIL TO: W.P.C.C. c/o Al Friend, 3677 Forbes Trail Dr.
Murrysville, PA 15668 (412)325-2586

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

Minutes of the WPCC meeting of November 22, 1983

by Sandy Burrows

Present were president, vice president, secretary, treasurer, and board members Herb Horn and Judy Jones.

Treasurer's Report: read and approved. New balance \$712.34.

Secretary's Report: read and approved.

OLD BUSINESS:

Tom Kress reported that the picnic was a good time. Good food and plenty of it. TV for football fans. Prizes for kids and adults. If you missed it - you missed a good one!

Bob Ashworth seems to be coming along fine.

Wayne came through his ordeal just fine too.

Holiday Party - club discussion on paying gratuity and tax. Prices to be reduced to \$10.00 and \$6.00 - motion carried.

NEW BUSINESS:

Letter from Central Pa. Corvaire Club apologizing to Vaun for their oversight. Special note...if they don't find you, don't hesitate to go find them.

Bob Larison received an ad in the mail for car covers under \$40. The more orders the cheaper the price. Tom Kress already has one and is happy with it. See Bob if interested.

Invitation to the Central Pa. Christmas Party - December 4, in York, Pa. See Bob if interested.

No comments from the nominating committee. Opened nominations from the floor:

President - None

Vice President - None

Secretary - None

Treasurer - Bill Brill

If any suggestions call Al Friend, Dave Fabyonic or Bill Artzberger.

See Bill Brill if interested in '63 Monza - good parts car.

Herb Horn reminded all that we do still have a tech session at each meeting, if anyone has a problem, bring it up

Meeting adjourned 9:14

50/50 won by Bill Brill

Convention Outline '84: Enjoy N.J.

by Dave Hilton

Although we are in the midst of winter, if you are like us in the New Jersey Assn. of Corvair Enthusiasts, you are already dreaming about and planning for "Convairing" this summer. As host club for the 1984 CORSA National Convention, NJACE is deeply and excitedly involved in the planning for what promises to be a most fun-filled and gratifying event for all you Corvair addicts.

Parsippany, New Jersey is nestled adjacent to Interstate Highways 80 and 287 near Morristown, is 20 minutes from midtown Manhattan, yet is only a short distance from some of the most beautiful rural areas in the East. Within easy (Corvair) driving range is George Washington's winter encampment at Jockey Hollow, the Statue of Liberty, the beautiful Jersey Shore, Atlantic City and its casinos, the Pine Barrens wilderness, Six Flags' Great Adventure Park and myriad other attractions well worth visiting. The Parsippany Hilton, host hotel for the Convention, is close to so many fascinating places that no one will be left wanting for activities.

The Convention will officially kick off on Thursday, July 26, with an unusual and multi-faceted road rally through the northern New Jersey countryside. Classification for entrants in later events will also be taking place. During the evening, the annual membership meeting will be followed by a "theme dinner" still in the planning stages.

Friday, July 27, will be jam-packed. There will be the against-the-clock autocross. Classification periods will again be held for the activities of the next day. And then, Conventioners will be offered the choice of two tours: one a trip to the casinos of Atlantic City, the other a boat cruise around New York City (the latter intended for families with children).

The Concours will be held on Saturday, July 28, and will be joined by the all-new People's Choice Car Show for "street driven" Corvairs. The Model Car Concours will be judged, and the "Olympiad" for Corvair-oriented sports will take place. The culmination of the Convention will be the Awards Banquet on Saturday evening, complete with computer-assisted Concours tabulation.

During the entire three days of the Convention, tech sessions will be held. Corvair vendors will have sought-after parts on display, a swap meet will take place, and a special "For Sale" parking area will be set aside. Plus, time will be allotted for the meetings of the specialty groups with CORSA such as Convanatics.

As if all this weren't enough, an itinerary of events for CORSA members and friends on Wednesday, July 25, is being planned, to accommodate those who wish to come early and participate for a full four days. At this time, we are working on a tour to a top-rated Broadway show.

Watch upcoming issues of the CORSA COMMUNIQUE and this page for further specifics as NJACE works to help you truly "Enjoy N.J." And if you have any suggestions or questions, please contact the Convention Chairman, Bob Shelberg, at P.O. Box 431, Hawthorne, New Jersey 07507.

The Prez Says... "Why was it always raining while I was reigning?"

Well, here we are at the end of my rainy year. Even with all the rain, we did have good events, good fellowship and some great trips.

I do want to thank all of you who helped to make this a good year, rain or shine. Our spirits were never dampened.

What are we to do in this upcoming year? We need new officers who can make this into the active club it can, and should be. The January meeting will be for the election of officers, if you have anyone in mind for an officer post, you may nominate them at the meeting. You may also contact the nominating committee—Bill Artzberger, Dave Fabyonic or Al Friend.

The new officers will need your help and support, along with your participation in any and all events. A lot of work goes into planning events. Show your appreciation by attending. Most of the activities are family oriented. There are a lot of wives and children we haven't seen.

Thanks again for a fun year!

X-Prez. Bob Larison

The Christmas Party

by Bill Artzberger

Some Corvair Clubs have Christmas parties and other clubs have plain Christmas parties too. But WPCC had a CHRISTMAS PARTY to top all Christmas parties. This is not to say that all previous parties were not too swift... they were great. But, this year was really special!

First, the party room was elegant... something special with thick carpeting, a huge fireplace, easy chairs, real atmosphere and charm. Very appropriate for a high class club such as ours!

The bar was open before dinner. The refreshments were more than amply mixed and priced less than moderate. Most of our usual gang made their holiday appearance. And the Friends' were thoughtful and kind enough to bring along Hazel Moore, it would not have been the same without her... she seldom, if ever missed our Christmas parties.

The dinners could not have been better (if you weren't satisfied with the planned menu, you could order from the house menu.) The deserts

were home-made from the restaurant bakery.

Santa provided gifts for every family. WPCC spared no expense. Nieman and Marcus could not have offered better. Being the status seeking club that we are, all gifts were specially and extravagantly wrapped in exclusive K-Mart sale paper!

The party was climaxed with all the movies (carefully edited) that were taken at our events throughout the year. And to top that, more movies were shown of the CORSA National Convention this past year.

But for all the flowers and compliments, there was one unanimous complaint...the party ended too soon!

Before it ended though, Wayne Jones won the "MEMBER OF THE YEAR" traveling trophy. And Isadore Krause retained his traveling trophy by once again soliciting more "NEW MEMBERS FOR THE YEAR" than anyone else.

The Larisons' did their homework by providing a super-super Christmas party...thanks...thanks...thanks.

New Members

Andrew Womeldorf, New Bethlehem, (814) 275-1995. Mr. Womeldorf is retired and is 63 years young. He owns a '66 Monza convertible, and has also joined CORSA. Andrew was introduced to both clubs by our best recruiter, Isadore Krause.

Jack Waugaman, Greensburg, (412) 836-0835. Jack is a 52 year old awning manufacturer who owns a '65 Monza Coupe. Jack has also joined CORSA and was recommended by Bill Brill.

Dwayne Smith, Mt. Pleasant, (412) 887-3276. Dwayne is a 25 year old auto parts person who owns a '64 Monza and a '66 Corsa. Dwayne has joined CORSA and was introduced to both of the clubs by Sam McWilliams.

Vaun Hamlin Remembers

When I purchased a Lakewood wagon, someone had already tried to test the strength of the roof. It had been rolled and hard. The neighbors close to the body shop were questioning my sanity, but I just said "Wait."

points, which no supercharged car did in the existence of the strip.

The car started off its first season with a mild engine, equipped with a Paxton supercharger and headers. By the last season in 1968, it had



The roof was cut off and lowered 2", and changed to fiberglass. A good roll cage was constructed. The rear end was made into a truck with a thin plywood bed. The sideboards were aluminum, covered with wood decal. The floor was reinforced aluminum also. Weight was removed in various ways, such as plastic seats (reinforced), aluminum door panels, both upholstered in naphthylate. All windows were fixed position and made of plastic. The front suspension was altered, making the main member arms were lightened by drilling them full of holes. Front brakes were eliminated. Stopping the car was done by parachute and metallic rear linings. Fuel for the car (gasoline) was in a 2 gal. can up front, which was constructed of fiberglass, one piece.

The 1705 pound vehicle ran the drag strip for three years in C Gas Supercharged, and was never defeated in class. Also, it never blew apart, and one year at Pittsburgh International Dragway, it came in the top ten for

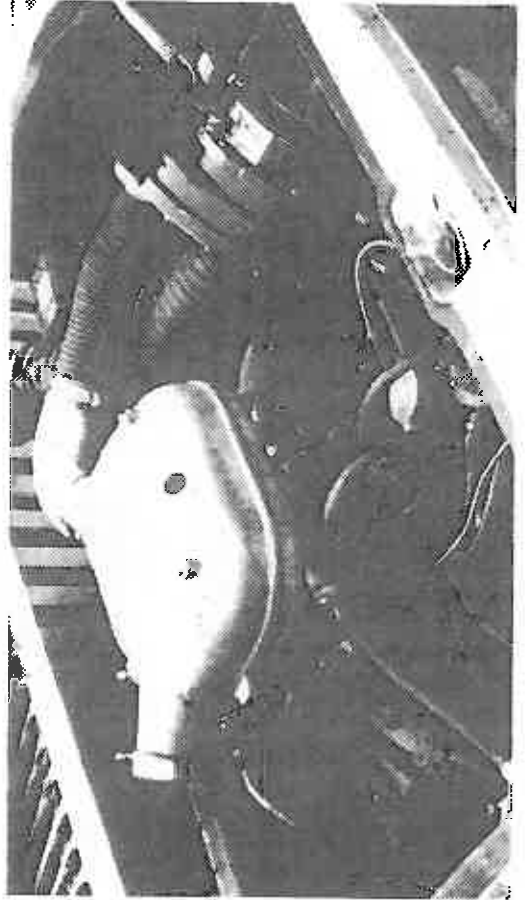
3.89 rear end gears. For those who are not familiar, when you left the starting line, your foot never moved off the floor (speed shifts), and I never experienced a shift problem. The competition determined how hard we ran, but most shifts were at 7,500, 7,600 RPM, but 8,000 occasionally was the point. The front wheels would pull up about a foot until you hit second gear, which

become 155 cu. in., with 140 heads which had larger exhaust valves installed (total head work was over \$1,000.00). Mr. Harvey Crane took an interest in the project, and furnished a computer grind cam which was really wild. Separate tuned intake and exhaust pipes helped the engine produce good horsepower, and a sound, thru megaphones, like you never heard before. The resonance would loosen the valve covers and crankshaft pulley in one ¼ mile run, til we Lock-fitted them in place, and safety wired the valve covers.

We used Champion racing spark plugs, a converted Delco distributor from a turbo Corvair (pressure retard), and fired with a racing Mark Ten capacitive discharge ignition system.

Although the car left the starting line at 6,000 RPM, we lost only one clutch in the three seasons. We had no transmission failures, quite a few universal joints though, and the power ran thru

would yank them a little higher, perhaps 15" from the surface. It was neat and exciting to see 120-125 MPH runs, the best being 11.57 seconds, at Keystone Dragway. We also ran at Mercer, Akron and Altoona, where



the car was a crowd pleaser (except to the losers). In the money for competition eliminator, we rarely got to the top, but second place was fairly common. It was a sight to see a car with 155 cu. in. engine that's not known as a racer, run against a 490 cu. in. Hemi Mopar, and either win or give it a rough time. It would leave the line and go straight ahead, helped with racing shocks on the front and 4 Konis on the rear.

John Thompson was the chief engineer at Paxton Products, the maker of supercharger we used. He furnished many special items that were of help, such as special oil for the blower, and the 4 barrel Carter carburetor from the 'hot' Studebaker setup. It looked like you could walk thru the secondary openings into the manifold.

The car made me friends and business acquaintances that I have yet today. As an example, we are still selling Delta Mark Ten products, and their C unit is on my '66 Corvair coupe. It delivers a spark hotter than our present day cars.

It's history now, but at the time, it was great, and I'll remember it as the best time of my life. My respect for the little Corvair will remain solid as long as my brain works.

Winter Picnic and Rallye

by Bill Artzberger

Sunday, November 13, 1983. Not everyone arrived with their Covair, but exceptions were made to allow water-pumpers. It was our clubs Winter Picnic and Rallye. Forty nine members joined at the Old Fire House in North Park. The day was beautiful, the beer was cold, the coffee was hot, the hot dogs were grilled and the tables were piled high with food.

We may have some excellent Covairs in our club but nothing can compare with the delicacies that our lady members can make. They are the winners...All of them!

It was the first rallye for several of our members. There were five check points on the 14 mile circuit. Not too easy, but not too difficult to locate. Edie Kress authored the rallye directions and they were all in rhyme. They were fun to read even if you didn't drive the course!!!

The Jones were the first couple to get off the line. The Larisons were next. But, the Larisons were first to finish at a road burning 34 minutes. Somehow, as strange as it seems, we all cheered for Judy as she was seen running across a snow covered field while Wayne was calmly driving along??

The Greenwald gang soon crossed the finish and only got lost once. It was a first time rallye for the Connors and they tied the Larisons. (Could this have been because they both were driving Cadillacs?)

It was supposed to be a husband/wife rallye but complications being as they may, Jimmy Artzberger was cornered by Wayne Jones, Jr. and was persuaded to drive with Wayne Jr. as his navigator. They borrowed Tom Kress's car and smoked in at a 23 minute time. (The park speed limit is 25 m.p.h. nuff said!)

Since Al Friend and his wife Carol were not exactly on speaking terms when they arrived before the rallye, Al decided it would be best to borrow

a navigator for his run. Sandy Burrows was convinced she should co-pilot.

North Park will never be the same!! Al took all frustrations out on his Covair. Squealing tires could be heard from miles away. They missed felling Jim and Wayne's time by only a few feet with a blistering time of 24 min. WHEW! Wayne Jones Jr. won a digital desk clock for his efforts and Jim won a bag of generic potato chips. First timers, the Abramsons took home a happy last place prize.

There were also door prizes for nearly everyone. Being the high-class organization that it is and living up to its reputation, all the door prizes were neatly wrapped in newspaper! (Although the prizes were considerable.)

The members continued to munch the hot dogs and goodies while watching the Steelers beat the Baltimore Colts on the TV sets that were strategically placed throughout the Lodge.

Tom and Edie Kress pulled off a great "Rallye Through the Park" and it may go on the list of things to do for next year. Thank Kress!!

TIME SHEET:

- Wayne Jones Jr. and Jim Artzberger 23 minutes
- Al Friend and Sandy Burrows 24 minutes
- Bob and Jean Larison 34 minutes
- Jack Connors 34 minutes
- Smiths 35 minutes
- Jack and Joyce Bachman 37 minutes
- Alan and Shirley Krouse 38 minutes
- Wait & Boots Baldinger and Jeff Cedus 38 minutes
- Pat, Eric, Kurt and Ryan Greenwald 41 minutes
- Wayne and Judy Jones 42 minutes
- Armin and Jan Abramson 43 minutes

It's 1984

by Al Friend

Here it is 1984. Where are we going? This should be the question on every member of WPCC's mind.

Do we want to inject more excitement and enthusiasm into our club or allow it to remain status quo? It's easy to just sit back and do nothing or even complain or condemn our club. But try to remember that each one of us is a part of the club and any negativism is a reflection of ourselves. Each one of us...no exceptions!

On the other hand, what we have accomplished has been done collectively.

So, for 1984, we have no place to go but up...let's get started.

What do you like to do most with your Covair? Whatever it is, we should do it. Or maybe, you are just a follower and will go along with whatever someone else suggests. Then, get ready to join the crowd.

For starters, we have to elect some new officers (as per our by-laws.) They'll appoint a Board of Directors. Your job is to tell the Board what you want to do.

So far, we have three items on our list. July 26, 27, 28 and 29 is the National Convention in N.J. August 18th is our Kenwood Day. And there'll be another super rallye/picnic that no one should miss. If we don't do any more than this, you have no one to blame but yourself!!!

Survival of the Fittest

by Bill Artzberger

Have you ever wondered how many of each model Covair has survived? In 1969, there were only 521 convertibles made and after a careful study through the registrations of each state, it was unveiled that there are 405 still registered! Are you curious

to know which model has the largest number remaining? It is the 1965 Monza Coupe with 27,749 survivors. The rarest of all Covairs still on the road is the 1962 "95" Loadside with only 62 left registered. The Covair has a remarkable survivorship as there are approximately 17% of all cars made still being driven. This totals over 308,000.

History Anyone?

by Patrick Bedard
CAR AND DRIVER - July 1980

I still remember looking under a Covair's engine lid for the first time. It was as if that black sheetmetal ducting for the air-cooled engine was really just a backdrop for a kinky fan-belt show. Some poor, cringing V-belt had been looped around the crank pulley, stretched vertically to a pair of idlers, then bent over on its back and pulled horizontally to the fan. The layout was straight from the drawing board of the Marquis de Sade, and I remember thinking two things: first, that it would never work, and second, that the Covair was the most wonderfully audacious car I had ever seen.

A little weirdness sprinkled here and there in a new car was still perfectly okay in 1960. In fact, that's what made new cars new. People would flock to the showrooms on the opening day of the model year to catch up on gimmicks. Some — tubeless tires, air suspension, and fuel injection — didn't work worth a hoot at first. But separating the genius from the junk was as much a part of the fall season as pro football is now.

The significance of the Covair is that it changed all this. It was a quirky car by American standards — nothing out of line with VW-Renault-Fiat practice, mind you, but a very radical step for Detroit. And right off, people began getting killed in Covairs. They got killed in Falcons and Fairlanses too — but for conventional stupidities like

getting drunk and plowing into trucks, which didn't bother anybody. But the Corvair would occasionally take out your average guy, the typical half-asleep driver who would make a mistake and have no idea how to recover. The Corvair had little mercy for the ignorant.

Just as the freedom and mobility that come from a car are central to the American dream, so is the right to drive a car with no more knowledge than how to parallel-park it. Given that viewpoint, people blamed the Corvair. In Europe, they would have blamed driver error, but since American drivers are assumed to have no special skills, these fatalities had to be the car's fault. The Corvair, because it was different and wanted to be treated differently, was labeled a killer.

We all know what happened then. Ralph Nader jumped in with *Unsafe at Any Speed*, a collection of such obviously juggled statistics that no one would have paid any attention had the public not been so spooked by the Corvair. But it was spooked, and Nader started a political ball rolling that will in all probability never be stopped. The Corvair opened the door to the government regulation of the automobile.

Unlike the people it supposedly represents, the government is not amused by kinky cars. It wants no surprises. And as a result, the American car has become safer, more durable, more expensive, and more conservative. No manufacturer, and most particularly not GM, is willing to take a flier anymore.

You might say that the Corvair changed our automaking process to such a degree that there will never be another Corvair. I don't think any other car in the last 25 years has been that significant.

CLASSIFIED

For Sale

Monza 900 4 dr. sdn. auto. 32,000 original miles. Dark gold, no rust or dents. Exc. condition and could easily be brought up to show condition. Extra parts included. \$2900 firm.

Bob Costa, hm. (814) 467-5145 or wk (814) 536-5131, Windber, Pa.

'64 Monza conv. Daytona blue/blue (original). 31,000 original miles, fresh restoration, power top, new: tires, shocks, brakes, wheel bearings, universalis, lifters, exhaust, valves and head reground, always garaged, never driven in snow. Neal Spence, (412) 348-4648, Finleyville, Pa.

Parts and Accessories

Car Covers

Nylon taffeta, water repellent, selling regularly for \$39.99 for ordering three or more \$32.99, plus \$3.90 shipping. Contact Bob Larison with make and model. 364-3468

This month's "Blue Light Special" ... 60-61 Parts and Accessories Manuals, Only \$15.00. Shop manuals for every year. Also supplements for '66-'69. Only \$15.00. These are hard to find and will soon be gone. Get yours now! Wayne Jones 882-2109 or Bill Artzberger 364-6842.

This month's tip from "Corvair Stuff". VW Bug spark plugs, Bosch W8A, are exact replacements for your AC or Champion Corvair plugs. They are available at any auto parts store.



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 _____ State _____ Zip _____

Chapter _____ Chapter No _____

City _____ State _____ Zip _____

Reason for joining CORSA _____

The following fee schedule includes your subscription to **CORSA COMMUNIQUE**, our monthly publication, for the number of months paid.

- 1 year U.S. membership - \$14
- 26 month U.S. membership - \$28
- 1 year Canadian membership - \$17
- 26 month Canadian membership - \$34
- 1 year Overseas membership - \$19
- 26 month Overseas membership - \$38
- Museum Fund Donation - \$1
- Racing Fund Donation - \$1
- Family membership - \$1

TOTAL: _____

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

CORVAIR SOCIETY OF AMERICA, INC.
2526 Great Point Road
Escondido, CA 92029
(951) 217-7430

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

- I own _____ running Corvairs.
- I own _____ restorable Corvairs
- I own _____ parts Corvairs
- 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



158
Western PA. Corvair Club
3677 Forbes Trail Dr.
Murrysville, PA 15868

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

GOOD SHEPHERD
LUTHERAN
CHURCH



OLD WM. PENN HWY.

SCHOOL

RT. 48

PGH.

PARKWAY BY-PASS

MURRYSVILLE

MONROEVILLE
EXIT

PLUM EXIT

BUICK

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT