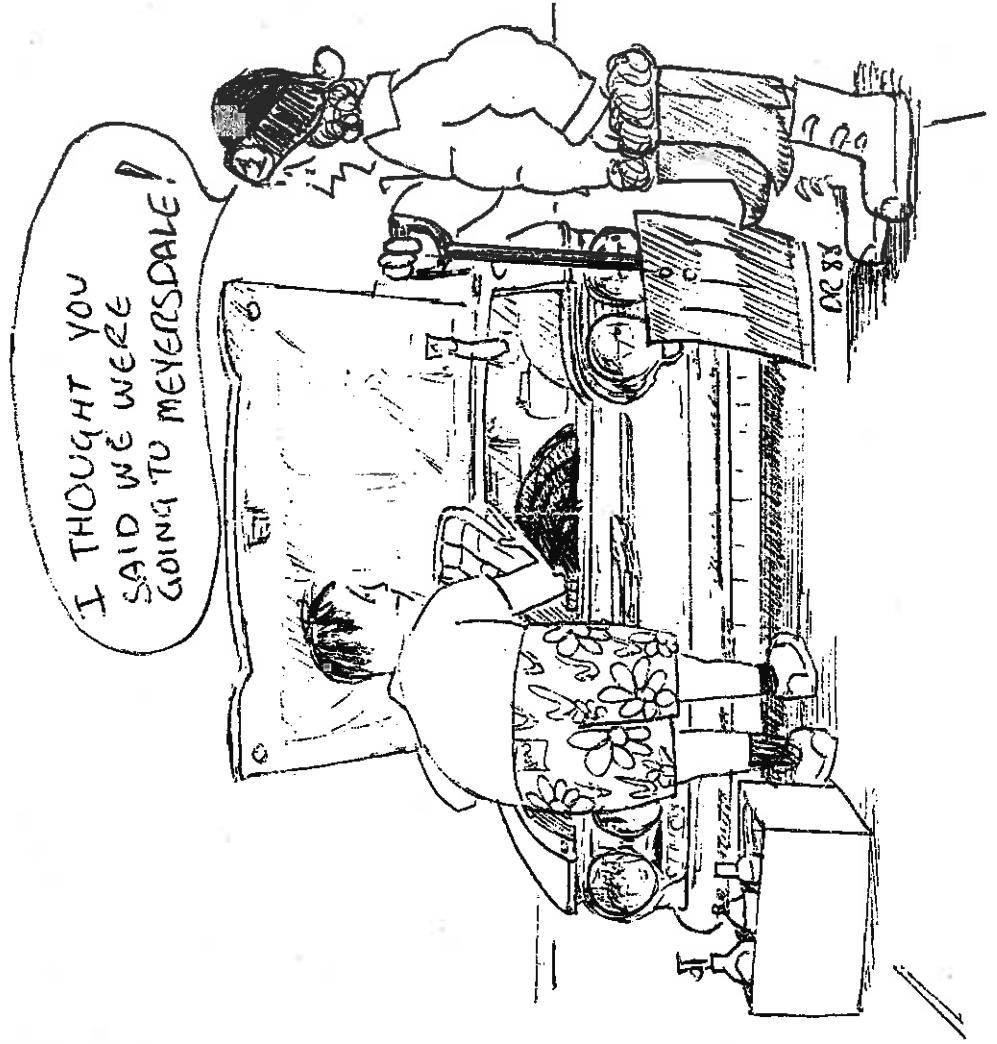


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

APRIL 1988



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" (CORSA), a rapidly growing international organization now boasting over 8,000 members. We encourage all WPCC members to maintain membership in 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 monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Communicates."

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 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 Shephard Lutheran Church, Monroeville, Pennsylvania.

DUES: LOCAL \$10 per calendar year or \$1 for each remaining month of the current year. Includes membership for immediate family members. *Payable to WPCC.*

MAIL TO: W.P.C.C. c/o
J. DALE SMITH
634 ARDEN LANE
PITTSBURGH, PA
15243

Name _____ Age _____ Occupation _____ Phone _____
 Address _____ Zip _____ Date _____
 CORSA Member? Yes No. # Corvaires owned, yr., model _____
 Recommended by _____ Amount paid _____ Other car clubs _____
 Other information: _____

MINUTES OF WPCC MEETING MARCH 22, 1966
 1968 OFFICERS PRESENT: PRESIDENT AND SECRETARY
 1968 BOARD MEMBERS PRESENT: BILL ARTZBERGER, BOB
 DONNELLY, JOHN GUNDLACH, VAUN HAMLIN, JON SMITH AND
 DALE SMITH

THE SECRETARY'S REPORT WAS APPROVED AS READ.

VISITORS AND GUESTS FOR THE EVENING WERE
 RECOGNIZED AS MITCHELL PRINCE, AN ACQUAINTANCE OF
 DON CEKUS, AND MARK AND ROB MAGLIETTA WITH THEIR
 SISTER LAURIE.

OLD BUSINESS

WALT MATENKOWSKI BROUGHT EIGHT OF THE CHAIR
 BASES HE HAD PREVIOUSLY SUGGESTED COULD EASILY BE
 MADE INTO STANTIONS. ANYONE DESIRING OTHER CAST
 ALUMINUM BASES SHOULD CONTACT WALT SOON, AS THEY
 WERE GOING TO BE DISCARDED SOON.

NEW BUSINESS

JOHN GUNDLACH PRESENTED INFORMATION ABOUT THE
 1968 MAPLE FESTIVAL IN MEYERSDALE. THE CLASSIC CAR
 SHOW, WHICH HAS A CORVAIR CLASS, IS ON SUNDAY, APRIL
 10. SOME CORVAIRES WILL BE REFUELING WITH COFFEE,
 ETC AT THE MC DONALD'S OFF THE TURNPIKE AT NEW
 STANTON AROUND 9:30 AM AND WILL LEAVE PROMPTLY AT 10
 TO GO ON TO MEYERSDALE. PANCAKES AND SAUSAGE WITH
 REAL MAPLE SYRUP ARE THE ORDER OF THE DAY. TAKE A
 JACKET! REGISTRATION FOR THE CAR SHOW IS 11 AM TO 1
 PM. ANYONE INTERESTED CAN ALSO ATTEND THE ANTIQUE
 CAR SHOW ON APRIL 17, AS SOME MODELS OF CORVAIRES NOW
 QUALIFY.

JOHN ALSO PRESENTED THE MAY EVENT: A TOUR OF
 THE MUSEUM IN HARMONY, THE FIRST HOME OF THE
 RESIDENTS OF OLD ECONOMY WE VISITED AS A CLUB
 SEVERAL YEARS AGO. ANTIQUE AND SPECIAL INTEREST
 SHOPS IN ZELIENOPLE WILL FILL OUT THE AFTERNOON WITH
 DINNER AT THE KAUFMANN HOUSE. THE PEOPLE WHO RUN
 THE MUSEUM ARE OPENING IT ESPECIALLY FOR THE CLUB
 THAT DAY. THE DATE IS MAY 15. DETAILS WILL APPEAR
 IN THE APRIL V.S.J.

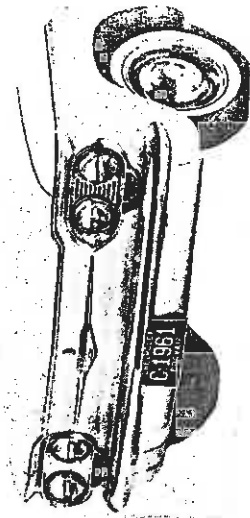
BILL ARTZBERGER WAS ABLE TO ATTEND THE MEETING
 AND THANKED THE CLUB FOR ALL THE CARDS AND CALLS HE
 HAD RECEIVED THESE LAST MONTHS. APRIL 22, 23, and 24
 ARE THE DATES FOR THE STATION SQUARE CAR SHOW. CARS
 FOR THIS THREE DAY SHOW WILL BE HOUSED IN A TENT.
 THE ENTRY FEE IS \$15; CARS CAN ENTER BY YEAR OR IN
 SPECIAL INTEREST.

BILL ALSO HAD SOME INFORMATION ABOUT CORVAIR
 DAYS AT STRASBURG IN SEPTEMBER. THE CAR SHOW WILL

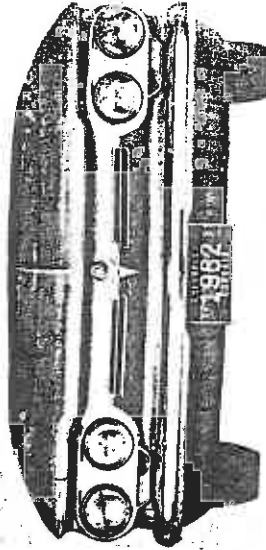
IDENTIFICATION—CORVAIR



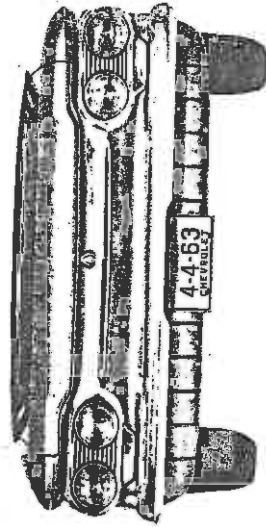
1960



1961



1962



1963

BE ON SATURDAY, THE 9th WITH THE BANQUET AND AWARDS THAT EVENING. THERE WILL BE A CARAVAN FOR SUNDAY BRUNCH, A FLEA MARKET AND SOME MOVING EVENTS.

A MAN HAD CONTACTED BILL ARTZBERGER ABOUT THREE REAR QUARTER PANELS HE HAD FOR SALE. THE PRICES QUOTED BY BILL TURNED OUT TO BE QUITE A BIT LOWER THAN OFFERS RECEIVED FROM CLARKS AND BILL COTTROFELD. CORVAIR PARTS ARE BECOMING SCARSE AND EXPENSIVE.

CORVAIR CARS AND PARTS FOR SALE OR WANTED WERE EXCHANGED. ITEMS OF GENERAL INTEREST WERE ALSO PRESENTED.

PATCHES WERE AGAIN AVAILABLE FOR \$2 each. THE TUNE UP TAPE WAS AVAILABLE FOR BORROWING. SEE ELLEN SMITH TO SIGN IT OUT.

THERE BEING NO FURTHER BUSINESS. THE MEETING WAS ADJOURNED.

ELLEN SMITH
SECRETARY

NEXT MEETING: APRIL 26, 1968

We should be back to our regular meeting room, after being on the move last month. Providing snacks will be DONNA HIEBER AND BOOTS BALDINGER. No one has volunteered for May as yet, so give it some thought and see me at the meeting if you'd like to sign up. Ellen Smith

APRIL TECH SESSION

BILL ARTZBERGER WILL BE PRESENTING PART TWO OF THE CORVAIR CARBURETOR THEORY AND REPAIR SERIES. HIS PRESENTATION WILL DWELL ON OPERATING THEORY, THE HOW AND THE WHY OF CARB DESIGN AND OPERATION.

AS USUAL, BILL WILL HAVE MANY INTERESTING INSIGHTS AND IDEAS WHICH HE WILL SHARE WITH HIS FELLOW CORVAIR FRIENDS.

AFTER THE MARCH SESSION, EVERYONE MUST HAVE MORE QUESTIONS TO BE ANSWERED ABOUT CARB PROBLEMS. BRING THEM WITH YOU IN APRIL AND WE'LL TRY TO PROVIDE THE SOLUTIONS.

BOB HIEBER

EDITOR'S NOTE: BOB HIEBER PRESENTED A MOST INTERESTING TECH SESSION LAST MONTH AS PART ONE OF THE SERIES MENTIONED ABOVE. THE CLUB REALLY APPRECIATES HIS EFFORT ON THIS. THANKS, BOB.)

Weight Distribution

Can you explain why so much money being spent in modifying the Corvair, but does not include any approach to its weight distribution problem? It seems conceivable that it is smart to up the power of an automobile which has only 37% of its weight on the front, without doing something about that aspect. Reducing the front tire pressure to 15 lb. doesn't seem to warrant calling it a "solution."

If one were to put sacks of sand in the luggage compartment, what weight would you recommend, one which could be used with equally inflated tires on all four wheels? What percentage ratio would you recommend? As it is now, I don't believe the Corvair is a safe automobile. Berkeley, Calif.

J.S.B.
No car on the road is any safer than the idiot behind the wheel. If you let a wild sports car-type drive the Corvair he will immediately spin it—rear end first. But the same cornering technique (?) with a front end-heavy car will result in the front end sliding out (plowing) and no steering control at all. Either situation is potentially dangerous.

Nearly all European drivers prefer an oversteering (Corvair-type) car because they drive very, very fast over narrow, winding roads. Oversteer makes a car much more maneuverable and less tiring to drive under such conditions.

At normal and reasonable cornering speeds the Corvair actually understeers despite its weight imbalance, primarily because of the 15/24 psi tire pressures. We see no reason to object to this; in fact a rear-engined car gives more balanced tire loadings (meaning wear) than a conventional car where heavily loaded front tires carry up to 75% of the braking effort and wear out much more rapidly than the rears. (One Corvair in the Car Life "jammy" got 56,500 miles on the original set of five tires.)

It would take 550 lb. of sand in the front of the Corvair to get a 50/50 weight distribution, plus 80% more of whatever weight is carried in the rear seat. Why destroy the principal advantage of a light car—performance with economy?

PREZ SEZ

WELL, I THINK I'VE CAUGHT "IT." "IT" GOES AROUND THIS TIME OF YEAR, AND MOST EVERYONE IS INFECTED IN ONE WAY OR ANOTHER.

NO, IT ISN'T THE FLU, BUT SPRING FEVER. THE SYMPTOMS ARE A LACK OF INTEREST IN ANYTHING REQUIRING THOUGHT OR EFFORT, AN OVERWHELMING DESIRE TO SPEND THE DAY WATCHING THE FIRST ROBINS OF SPRING OR SIMPLY WAITING FOR THE BUDS TO BLOSSOM.

I COULD GO ON, BUT WITH THIS MALADY, I DON'T REALLY THINK I WILL. MAYBE NEXT MONTH THE WORST WILL BE OVER, THEN THE VAIR GETS ITS BATTERY CHARGED AND A GOOD CLEAN-UP INSIDE AND OUT, FOR NOW AMBITION IS NOT A PART OF THE VOCABULARY.

BOB HIEBER

CORVAIR HARMONY

SUNDAY, MAY 15, 1988

THE WPCC EVENT FOR MAY WILL BE A VISIT TO HISTORICAL HARMONY AND QUAINT ZELIENOPLE. MEET IN HARMONY, PA AT THE SQUARE AT 1:30 FOR A 2:00 sharp TOUR OF THE HARMONY MUSEUM. (The town of Harmony was the first home of the Harmony Society who later settled in Old Economy, PA.)

AFTER THE TOUR WE WILL GO ONE MILE TO ZELIENOPLE TO TOUR THE PASSAVANT HOUSE. (Passavant was an early settler in the area and named the town after his daughter Zelle.)

AFTER THIS TOUR WE WILL WANDER DOWN MAIN STREET PAST SOME ANTIQUE AND CRAFT SHOPS ON THE WAY TO THE KAUFMAN HOUSE FOR DINNER AT 5:00 sharp. WE WILL ORDER FROM THE MENU WHICH HAS SANDWICHES TO FULL DINNERS. (Past-president Dale raves about their pies and we all know how he feels about pie!) COST PER PERSON: \$1.50 for the Harmony Museum reduced to \$1 for a group of 25 \$1.50 for the Passavant House with a 10% discount for a group of 10

DIRECTIONS:

FROM INTERSTATE 79, TAKE THE HARMONY EXIT AT ROUTE 68, THEN HEAD WEST TO THE MOBIL-GOODYEAR TIRE STORE ON THE RIGHT HAND SIDE OF RT 68 W at 1:30 Pm, AND WE'LL PROCEED THE QUARTER MILE TO THE HARMONY MUSEUM.

IF YOU HAVE ANY QUESTION, PLEASE FEEL FREE TO CALL.
JOHN AND GAYLE GUNDLACH

352-2666

CORVAIR CLASSIFIED

FOR SALE: 1965 Corvaire Convertible, 140 automatic, new Porsche red paint, black interior, black top, new rear window, interior very good but split driver's seat. Newly rebuilt transmission, extra 110 engine and transmission. 8 boxes misc parts included. MAKE OFFER BOB FOX Oil City, Pa 814-677-3506

FOR SALE: 1982 Eagle Wagon 6 cylinder, automatic with automatic overdrive, PS/PB/PW/PL air, stereo, blue and white 82,000 Very good condition \$3500 BILL ARTZBERGER 364-6842

CARBS AND COFFEE CANS TECH TIP NO. 03-02-88

Some of us maintain a store of spare goodies for our beloved Corvairs. A couple of carburetors, all ready to go is one of the proper spare provisions. A good way to store them is to make use of those large coffee cans (2#-7 oz.) that are around here and there; often at church kitchens, clubs, etc.

Clean the can and plastic cover, dust off the carb, spray with a light preservative oil if you so desire and keep it in the can. If you are being especially tender, a pad of old underwear cloth or whatever will make a good protective pad on the can bottom and even around the carb. A little oil on the cloth will help keep everything real nice. Paper is often corrosive for long term storage, so do not use it unless you know that the paper is a kind made especially for pickling metallic parts. Place cover on can. A real Cinderella Carb will pop out of the pumpkin (can) when you need it, ready to go.

*John Osburn, S.D.C.C.

the oil thins out. There is no cure for this, though it is possible that an oil seal could be fitted between the two units (as on the Powerglide option) so that more suitable lubricants could be used for each.

Brake Locking

My Corvair Spyder has lived up to all expectations in handling and performance except for the right rear brake locking under slightest pressure, in spite of continual adjustments.

It also bogs down under full throttle until it reaches nearly 4000 rpm, at which time it starts sputtering and backfiring. Points, plugs, spark advance and carburetors are all okay.

Also, what happened to the acetate resin cooling fan mentioned in your April issue? My Spyder has a metal fan.

Assuming that your linings are concentric with the drum, which may not be the case, we suggest replacing the retractor springs. If this doesn't work, check the parking brake cable and levers, they may be sticking or jammed.

The turbo-charger on the Spyder doesn't do a thing for performance below 3000 rpm, as you can tell by driving the car and by watching the manifold pressure gauge. However, we have driven four different Spyderys and, as we reported, the extra power really only shows at 4000 rpm and up. Obviously your car isn't tuned properly, because it should run from 1000 to 5500 rpm with no trace of stumble.

The plastic cooling fan was announced as a part of the Spyder package but never actually put into production. No explanation was ever given for this, though our guess is that it might have been a tendency for the plastic to sag when the engine was stopped after being very hot.

Better Handling

High speed handling of my Corvair Spyder feels like a race on ice with bald tires, in spite of heavy suspension and stabilizer bar. Boosting the front tire pressure by 5 lb. and the rear by 9 lb. has helped somewhat. Perhaps you can tell me whether a camber compensator would correct this noticeably as the car already has negative camber.

Los Angeles, Calif. R. W. Finney
The camber compensator is a worthwhile device. It adds no extra roll resistance but if you hit even a small bump in a corner the effect is to decrease the tendency to jack-up or hop. The compensator also reduces the tendency to bottom when both rear wheels hit a bump simultaneously. A similar device is standard equipment on the Mercedes-Benz 300-SL roadster and the more powerful Porsche sports cars.

Corvair Clinic

I have a 1962 Corvair Monza 2-door coupe with the 102-bhp engine, 4-speed transmission and 3.27 axle. I'd like to know what accessories to add to gain more horsepower. At the present time, I do not wish to put in Big Inch barrels or get a stroker kit. The rest of the field, however, is wide open. What setup of carbs will give the greatest boost? Will headers give much more response than the stock manifolds? How about a cam? I'm not so much concerned about top end performance, but rather the ability to get off the line in a hurry.

Bloomington, Ill. John Schwulst
Looking at your last sentence, we suggest that you should have ordered the 3.55 axle gears at least and perhaps even the 3.89:1 ratio if you seldom take long trips at high speed. However, the transmission's very low 1st gear (3.65:1) means that jump at the starting line is already close to optimum.

Extra carburetion and an open exhaust system won't help performance "off the line" very much. Remember, this is a very small engine (only 145 cu. in.) and at speeds below the torque peak of 3200 rpm the 102-bhp model actually has less torque or pulling power than the standard 80-bhp version.

In brief, what we're saying is that an axle ratio change is indicated (for what you want) but the big-inch route (for more torque at low speed) is still the best answer, even though expensive.

Problem Shifting

My Corvair is a 1962 4-speed model and I have had a problem shifting from 1st to 2nd when the engine is cold. As the engine warms up the problem is gone. Have you any solution?

Port Colborne, Ont. John T. Wismer
This problem is typical of all 4-speed Corvairs and is caused by two things: the big drop in ratio (from 3.65 to 2.35 or 36%) and the fact that hypoid lube is used. This inhibits the synchromesh action until

Marsh Hesler from the San Diego Corvair Club has collected the following list of oil filters that have been made for the Corvair. The Connecting Rod from Corvair Atlanta suggests keeping a copy in your glove box.

MAKE

FARTS NO.

1. Wards Riverside #61-8723
2. GM's AC #PF-4
3. Mopar #L-65
4. Hastings #215A
5. Coast to Coast #AK1615
6. Lee #LF-14
7. Atlas #G-66
8. Purolator #PER-14
9. WD140 DELUX #10KL
10. WIX #51039
11. Texaco #T-10
12. Fram #PH-4
13. NAPA #1038
14. FedMart #FM-14
15. Fish #FF-14
16. Power Flow #664

AIR FILTER TIP NO. 01-02-88

Are you tired of paying top dollar for those little early model air filters? I can't get them any cheaper, but I can make them last longer. I got a length of 1/4" thick foam at a fabric and upholstery supply store. Cut it into lengths that will wrap around the air filter and overlap 3/4" and glue it together at the overlap. The foam "sock" will catch quite a bit of dirt before it gets to the paper filter. Wash them out once in awhile and your paper filters will last a lot longer. A yard of the foam five feet wide was only 60 cents. It would probably make 10 or 12 "socks".

*Tim Deegan, S.D.C.C.

1965 COMPARISON FACTS CARD

CORVAIR-MUSTANG

STYLING • Corvair has fresh, sporty new styling. The Ford Mustang retains last year's styling.

- Corvair has three series and seven models, including a 4-door. Mustang has only three models and no 4-door.
- Corvair interior advantages include better-looking instrument panel, lockable glove box, map pocket, more comfortable seating—especially in the rear. Mustang has high drive tunnel. In the 2-1-2, an angled rear window cuts rear visibility and eliminates side visibility for rear seat passengers.

- Corvair has Magic-Mirror acrylic lacquer vs. Mustang enamel; keyless locking of front door from the outside; backup lights (standard on Monza); front fender skirts; flush-and-dry rocker panel; double-wall cowl—all of which Mustang does not have.

PERFORMANCE • Corvair's unique 6-cylinder 180-H.P. Turbocharged engine matches or outperforms Mustang's conventional 8-cylinder, 200-H.P. engine. Also, Corvair's engine has economy advantages from air cooling.

HANDLING • Corvair's rear engine design improves handling, gives better traction. For example, Corvair, with a 180-H.P. engine, has 859 pounds on the front wheels, 1,644 pounds on the rear wheels.

- Mustang, with a 200-H.P. engine, has 1,592 pounds on the front wheels and 1,237 pounds on the rear wheels. To approach Corvair handling, Mustang owners need power steering, power brakes.

• Corvair's brakes have bonded linings vs. Mustang's riveted linings. Corvair has more square inches of effective lining area. Stopping tests show Corvair brakes allow "heads-up" stops, while Mustangs tend to nose-dive.

- Corvair's 4-coil independent suspension gives a smoother ride. Mustang's rigid rear axle and multileaf springs give a stiffer, noisier ride.

• Corvair hangs tightly to the road on a curve, while Mustang shows excessive body lean.

- In general, "Corvair has true sports-car handling, while Mustang is merely sporty-looking."

CORVAIR TO PUT SOME FUN IN YOUR DRIVING!



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-6241

Membership Application

Last Name _____ First Name _____
 Street Address _____
 City _____ State/Prov. _____ Zip Code _____ Country _____
 Telephone Number _____ Occupation _____

Fee Schedule

- 1 year membership \$25
- 26 month membership \$50
- *1 year Canadian membership \$28
- *26 month Canadian membership \$56
- *1 year overseas membership \$38
- *26 month overseas membership \$76
- Museum Fund Donation min. \$1
- Racing Fund Donation min. \$1

Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

Racing Fund

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

*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to: CORSA, Inc., P.O. Box 550, Midlothian, IL 60445-0550. There may be a four to six week delay before you receive your first "CORSA Communique".

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

1. How did you hear about CORSA? _____
2. What is your primary interest in Corvairs? (Transportation, restoration, etc.) _____

3. How many Corvairs do you have? Running _____ Restorable _____ Parts cars _____
4. Are you a long time owner? _____ First time owner? _____ Previous owner who has reacquired a Corvair? _____
5. Approximately how many Corvair-miles do you drive in a year? _____
6. Do you do your own mechanical work? _____ Body work? _____ Major _____ Minor _____
7. What other cars do you own or use for daily transportation? _____
8. What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) _____

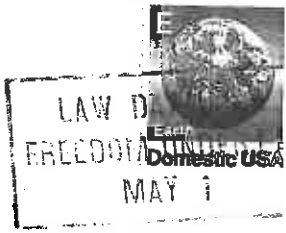
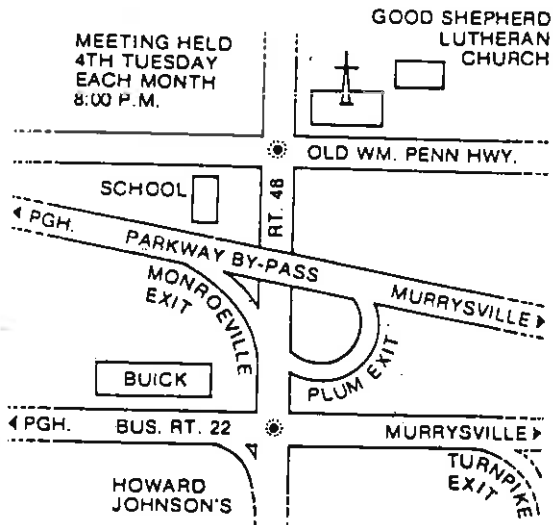
Enclosed is a current list of the CORSA chapters (over 120 throughout the world). If you would like further information on the CORSA chapter nearest you, please check the box and write the number of the closest chapter. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

I would like to be contacted by the closest CORSA chapter. I belong to # _____ CORSA chapter.
 Sponsor _____ CORSA ID # _____

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.



158
Western PA. Corvair Club
634 Arden Lane
Pittsburgh, PA 15243



FRIEND AL&CAROL
3677 FORBES TRAIL
MURRYSVILLE

PA
15668