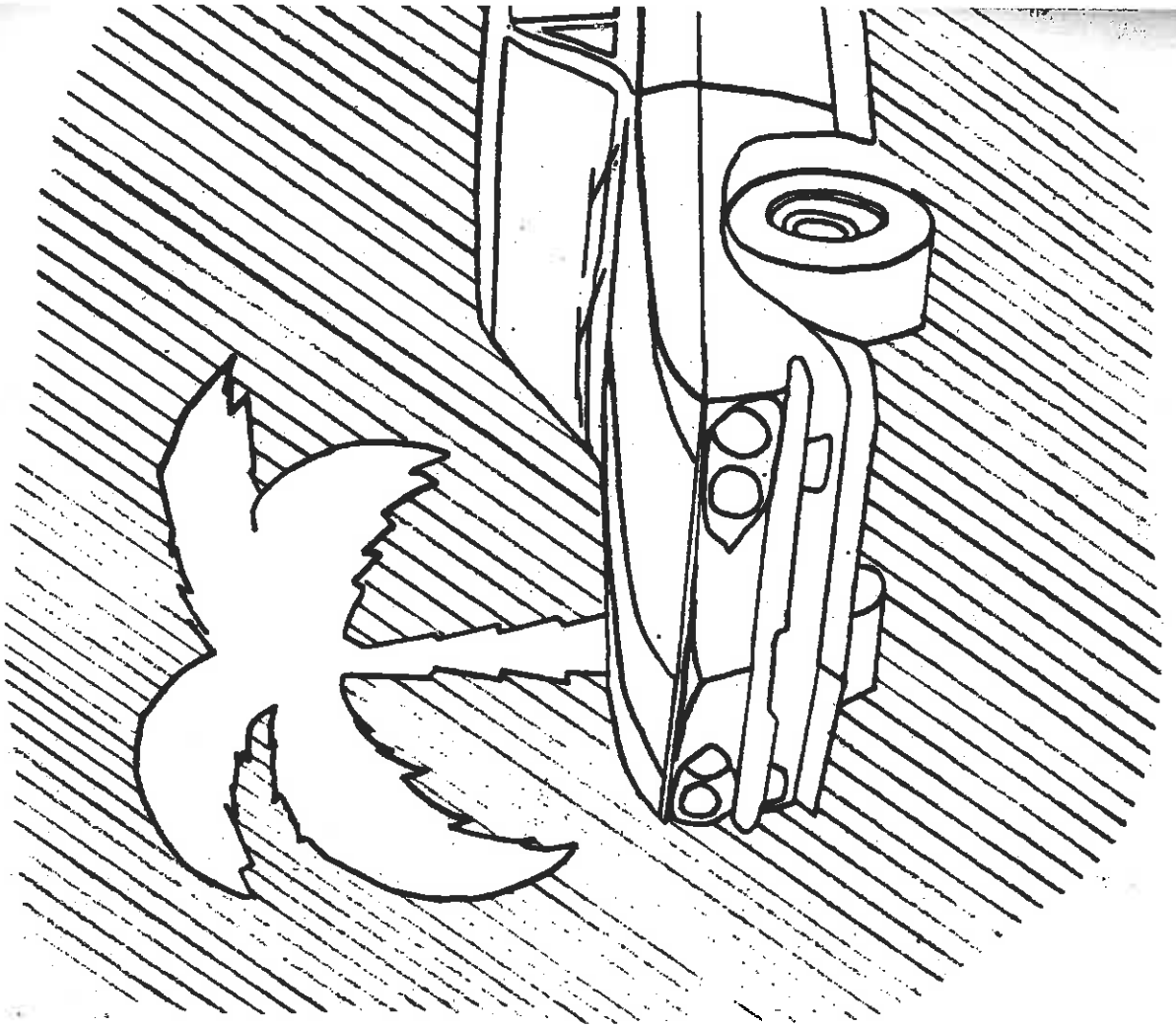


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

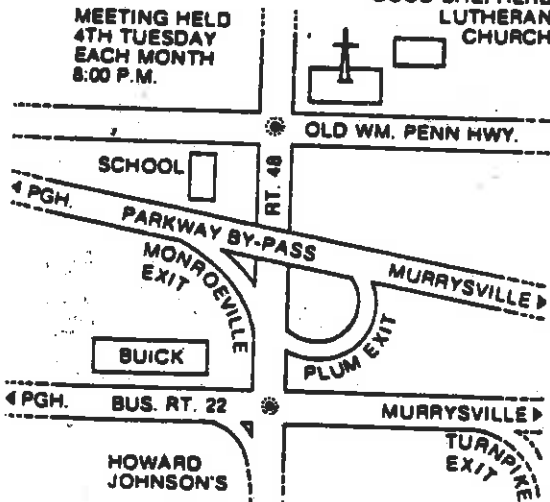
JAN 1989



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

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

GOOD SHEPHERD
LUTHERAN
CHURCH



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 Vaie" 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, lime 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 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 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.

J. DALE SMITH
MAIL TO: W.P.C.C. c/o
634 ARDEN LANE
PITTSBURGH, PA
15217

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

MINUTES OF WPCC MEETING
NOVEMBER 22, 1988

1988 officers present: was approved as read. The treasurer's report was approved as read. The ending balance for the year was reported as \$338.35. There were 70 member families for 1988.

The secretary's report or guests. There were no visitors.

Old Business

Bob Hieber led the group through a review of the events of the year. He mentioned that several different types of moving events had been offered. The drag races on Memorial Day weekend had been well attended. Al Friend has scheduled us for the 1989 Memorial Day Sunday. There were suggestions that a picnic might work well, especially if a tent could be available. The Auto-crosses had not been well attended. One of the problems with both types of events is that people are afraid to try.

Other ideas for moving events for next year included wheel to wheel racing against the clock, racing on a frozen lake, rallies in different formats, and econo-runs. The ever-popular tours to places of interest ranked high as well. Bob Hieber asked that the members

support the new officers and board as they incorporate their suggestions into next year's schedule.

Kennywood seemed much more enjoyable as an early summer event due to the cooler weather and fewer people. It was agreed that a June date should be sought again. Al and Carole Friend mentioned a possible two-day outing for the summer of 1989. A trip to the Titusville area to see the beginnings of the oil industry and ride the newly renovated railroad could be the focus of the event. Details will appear in 1989 journals.

The club expressed an interest in continuing to participate in the usual parades, but only the ones that pay WPCC, as this is one of our best means to keep us afloat. (no pun intended) Good eating will also follow all parades.

New Business

Al Friend brought up the subject of a new newsletter editor and the possibility of changing to a simpler format. The possibilities of eliminating the minutes and sending only announcements of meetings and events was also discussed. Other ideas included having an elected events chairman who would put out the shortened newsletter, give the job to the secretary or let the editor be a yearly position with an end point. No firm decision was made.

Bob Hieber announced that the January meeting would be at the Good Shepherd Lutheran Church as usual, as we had paid for the night earlier in the year.

Vaun Hamlin brought information about the Holiday party. Checks for the meal reservations are to reach Vaun by January 7, 1989. Details are in the November Vair Street Journal.

Bill Artzberger reported that the Nominating Committee had talked to at least eight people and the only office with someone agreeing to run was Irene Artzberger as treasurer. The club members were asked to consider holding an office if contacted by the Nominating Committee.

Bill Artzberger mentioned that cars were needed for the Christmas Parade on Friday, November 25. Participants were to meet behind the David Lawrence Convention Center at 8:30 a.m. The parade starts at 9:30. Convertibles are requested but all Corvairs are welcome.

Bill Artzberger is still collecting license plates for the Transportation Museum to create a license plate wall. Bill encouraged everyone to join the Museum Society. Memberships are tax deductible. Plans and drawings have been laid out for the expanded 60,000 square foot facility. Included in these plans are parking facilities and a meeting room to be available for car groups. The plans also included expanding into a Theme Museum highlighting the industries having their roots in this area--aluminum, steel, paint, glass, and oil. All of these have contributed to the auto industry, and the plans hope to make this a nationwide attraction like Greenfield Village and Epcot Center.

There is an exhibit of Christmas toys of the 1920's including 24 Buddie L trucks insured at \$65,000. Bill

invited all to include a trip to the Transportation Museum in their holiday plans. The tech session for the evening was announced as Trivia Questions and Parts to identify. There being no further business, the meeting was adjourned.

Ellen Smith, Secretary

CONGRATULATIONS

We wish to congratulate Jay Smith on his completion of the requirements to acquire the Eagle Scout Award, the highest rank in scouting. Very few scouts ever make it to Eagle rank. It is an honor that merits Presidential commendation. Jay is the son of proud parents Dale and Ellen Smith. Way to go, Jay!

five years ago in the journal:

Wow, it doesn't seem like five years ago that Vaun Hamlin wrote the fantastic article, complete with pictures, on the story of the "Lightning Express." The "Express" was the Lakewood wagon that he made into the terror of the dragstrips in the '60's!! Vaun's car left the starting line at 6,000 RPM and shifted at 7,500 RPM. Would you believe 120 to 125 MPH and 11.57 seconds to the finish? My Corsa must be a wimp-- it did only 17 seconds last spring!!

NEW MEMBERS

Peter Burke of Pittsburgh, PA (412) 521-7295. Pete is a 26 year old researcher who owns a '64 Monza convertible. Pete has also joined CORSA. Welcome aboard, Pete! We're looking forward to seeing that '64.

Also in the January, 1984 Journal: Bill Artzberger reported that 17% of all Corvairs made were still being driven; A July, 1980 reprint of a Car and Driver article on the 1960 Corvair; former member Neal Spence was selling his '64 Monza convertible; and finally the "short lived" Wayne Jones and Bill Artzberger Corvair parts consortium was running a blue-light special on shop manuals. It was quite a journal!

Al Friend

That Doris Day Look?

The following is taken from the January, 1989 issue of *Car and Driver* magazine. This issue of *Car and Driver* was dedicated to the Ten Best of... anything related to cars; the ten best cars, ugly cars, kids' drawings of cars, car movies, car dealers' stories, race teams in history, performance cars of all time, and others. The article I chose to highlight was entitled "Ten Best Grimobiles: Rich road experiences for less than the price of a Yugo" written by Patrick Bedard himself. I chose this category of "ten bests" because the author included in it our beloved and much maligned marque.

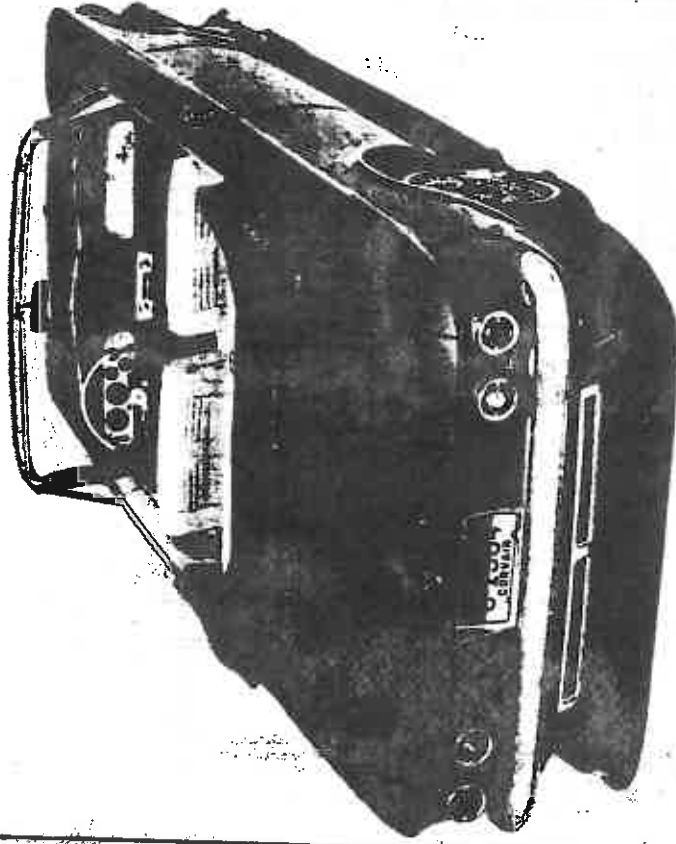
Other cars included in the article are these: 1955 Chrysler New Yorker Deluxe, 1960 DeSoto Adventurer, 1958 Edsel Citation, 1930 Model A Ford, 1968 Dodge Dart GTS, 1972 Triumph TR6, 1959 Pontiac Bonneville, 1951 Nash Statesman, and the 1978 Dodge Li'l Red Express truck. (Just so you know the company Bedard thinks the Corvair keeps.)

Here's what Mr. Bedard wrote about the 1964 Chevrolet Corvair Monza. "Twenty-five years ago, the Corvair Monza coupe could just about pass for a

"sports car," and the convertible was welcomed into the cult of aficionados by all but the strictest fundamentalists.

The Monza had the right stuff for sportscardom, which is to say its machinery was completely contrary to the Detroit way of doing things. Its engine was in the wrong end of the car (the back) and was cooled by the wrong substance (air). Its manual transmission shifted with a nifty floor-mounted lever (automatics had a handle sticking out of the dash). Its rear axle had U-joints (which signified a heretical independent rear suspension). And its drivers seemed to enjoy themselves excessively. Realizing that such a machine could give its bread-and-butter cars a bad name, the auto industry entered into a conspiracy with a then-unknown lawyer to smear the Corvair. The rest is history.

But the cars remain, at least a few. The Monza had a Doris Day cuteness about it that age can't diminish. You can push back the top, listen to the whoosh of the fan-blown six-cylinder, and re-create the carefree mood of a world that had never heard of Ralph Nader."



1964 CHEVROLET CORVAIR MONZA

Doris Day cuteness, indeed! 1964 Monza owners are invited (no...urged!) to send their comments to the editor at this address: Laurie Maglietta 17 Lee Avenue Washington, PA 15301

Hey, did you folks know that Opel engineers built a convertible car called a Corsa Spider and another called a Corsa Saloon? You'll have to come to the January meeting to see photos, though. (Lord, I hope I don't forget them.)

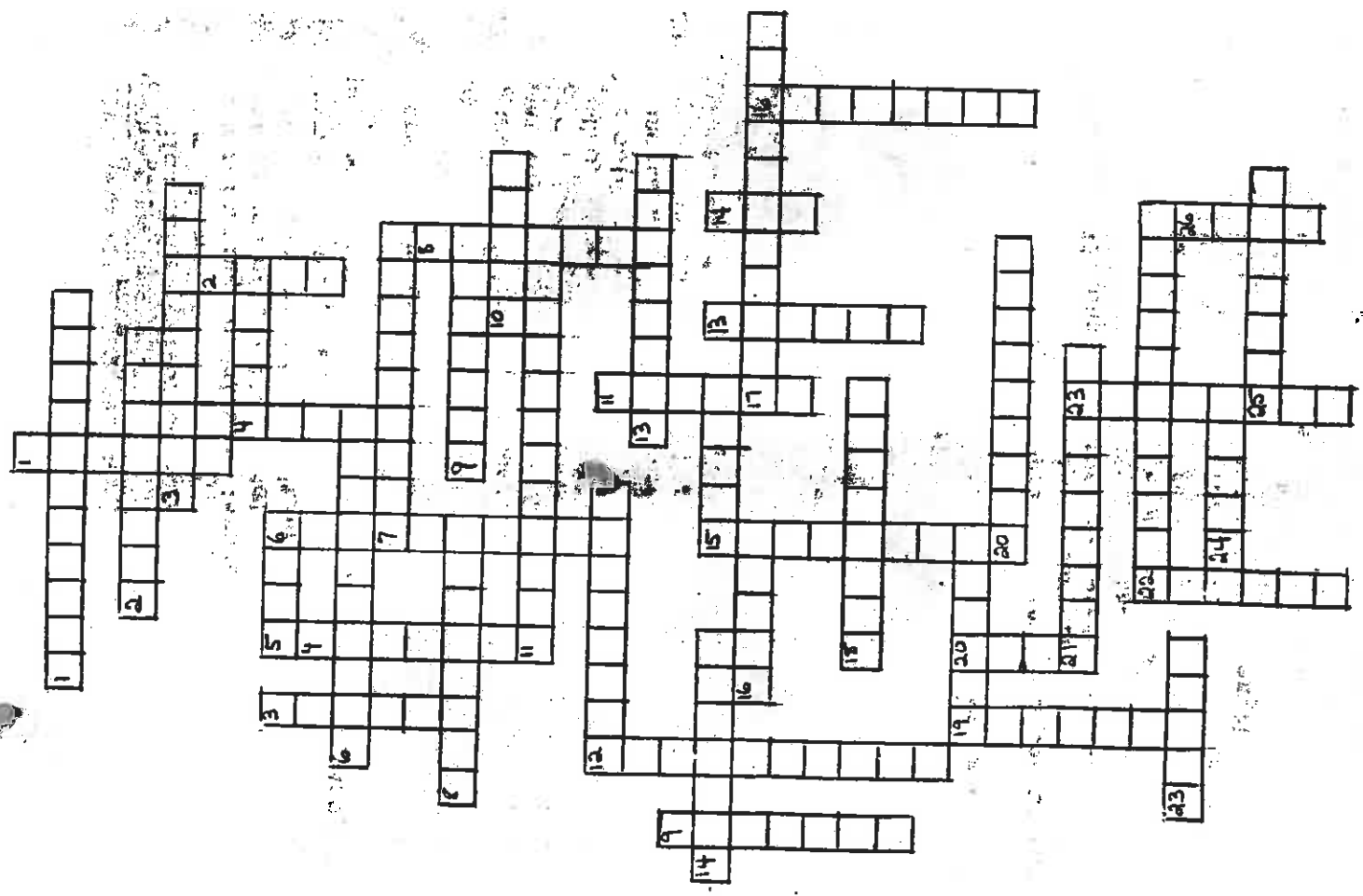
1. to cause to occur together
2. oil return vessel
3. measure of fluidity
4. name of late race car builder
5. club name abbreviation
6. Corvair passenger van
7. reddish color of 1967 Corvair
8. blower driver
9. term referring to cylinder layout
10. next to top of the line model
11. it's all over your Corvair trunk
12. Corvair beauty pageant
13. pick-up truck
14. world's greatest automobile
15. increases the density of the fuel-air mixture

ACROSS

16. AC
17. measures critical tolerance
18. what your starter meshes with
19. it's all around your motor and it's black
20. NO H2O (Team)
21. has spiders in it
22. connects A arms to the frame
23. top of the line late model
24. man who wouldn't drive a Corvair if it were last car on Earth
25. cause of black puddles on the driveway

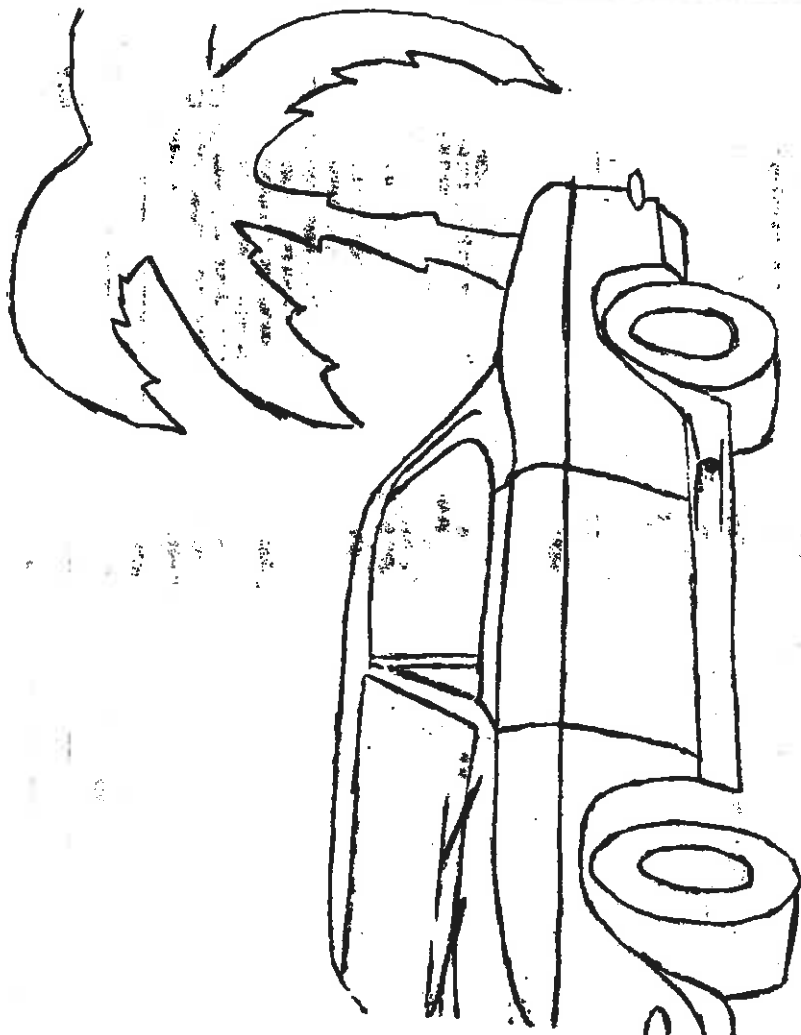
1. "Beware of the red "
2. chief engineer of Chevrolet Division in 1952
3. short for Greenbrier
4. noisy metal pretzels
6. things that Bob Hieber insists are a compromise
8. where air speeds up inside a carburetor
9. German cousin of Corvair
11. sun visor for rear window on earlies
12. national Corvair gathering
13. tendency of a wheel to lean forth or back
14. heavy metal fusion machine
15. town in New York where Vairs were built
16. metal that has a high strength to weight ratio
19. the fastest Corvairs built
20. O2 + Fe
22. tendency of a wheel to lean right or left
23. race track with same name as a mineral
26. What we do on Memorial Day weekend!

DOWN

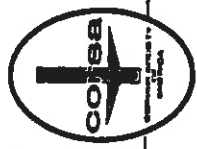


Corvair Classified

For sale: recharged front and rear bumpers for both early and late Corvairs. Contact Shawn O'Conner at 561-7919.



Don't forget the VPCC meeting on JANUARY 24 at 8:00 PM. Be there, ALOHA!



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile.
P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-4241

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 membership50
 - *1 year Canadian membership28
 - *26 month Canadian membership56
 - *1 year overseas membership30
 - *26 month overseas membership76
 - 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 Communicator".

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.