

# THE VAIR STREET JOURNAL

APRIL 1991

WESTERN PENNSYLVANIA CORVAIR CLUB

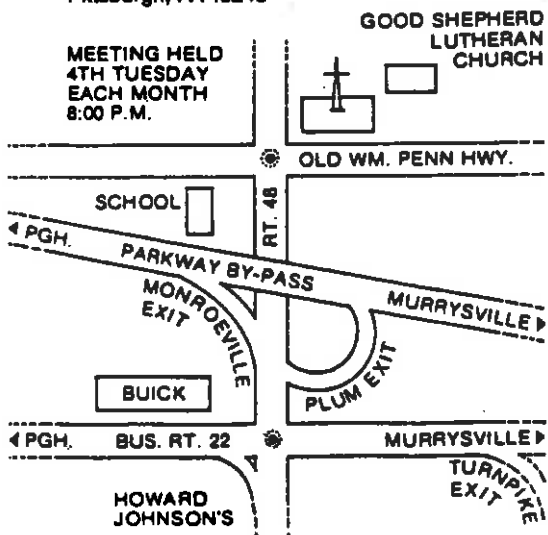
Please don't forget about the Loyalty Day Parade Through downtown Pittsburgh on Saturday April 27. Western PA Corvaair

Club has promised to be there with at least ten convertibles! This year's parade will be one of the best Pittsburgh has ever seen and we are a part of it!

Bring your Corvaair to the Civic Arena at 10:30 Saturday morning — it'll be part of a really big show!!



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



AL & CAROLE FRIEND  
3677 FORBES TRAIL  
MURRYSVILLE PA 15668

## 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. 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 Communiciques."

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." Hopeto 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  
634 ARDEN LANE  
PITTSBURGH, PA.  
15243

MAIL TO: W.P.C.C. c/o

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 26, 1991

Officers present: pres. Dave Fabyonic, v.p. Wayne Jones, secy. Pat Greenwald, treasurer Irene Artzberger. Board members present: Dick Dandois, Vaun Hamlin. Laurie Maglietta.

The minutes were approved as written in the Vair Street Journal.

The treasurer's report was read and approved. The balance is \$721.97; there are 42 paid members.

Dave Fabyonic called the meeting to order and explained the reason for the last minute change in the meeting place. Good Shepherd Church was not available because of Holy Week but we will be back there next month. Thanks to Bob McCune for the use of the Ivanhoe social room. Dave welcomed new members Gene and Joyce Frey and Jim Stits and welcomed back returning members Jim Stokes and Dave Stankas.

### Old Business

Dave reported that the March 2nd museum clean-up went off as scheduled but the March 23rd did not. Bill Artzberger explained the current status of the work and plans at the museum.

Laurie Maglietta, Vaun Hamlin, and Bill Artzberger discussed the happenings at the Legislative Council meeting which they attended on March 17th. Laurie referred members to a copy of the proposed bill printed in the last newsletter. All were urged to write to their senators. Bill read a response he received from a letter he wrote to the governor. He also had a list of influential people to write to and some sample letters. The petition was passed around for those who did not sign at last month's meeting. Vaun cautioned the members that if this bill passes it could open the door to more fees and higher fees in the future. Vaun and Bill also urged us to encourage other clubs to join the Legislative Council. WPCC was the first club to join but we need to pass the word to others.

Laurie reported on the April 6th Adopt-A-Highway cleanup. Vests, litter bags, and signs will be provided by PennDot. A meeting time and place were set up.

Dale Smith discussed several topics in which he is involved. The club will have a booth at the Steel City Classics Swap Meet at the South Park Fair Grounds on April 7th. A display of pictures and engine parts and a video are planned. Anyone wishing to help will be appreciated. The Loyalty Day parade will be April

27th. Dale promised ten convertibles for this event. There is a Chevy Show in Cleveland on May 4,5. The Hillbilly Hullahaloo is June 15. 16. Dale read a letter that Irene received from the West Virginia club thanking us for our participation last year and inviting us to more fun this year. Dale revealed that he has set up the rally for June 23rd. He promised lots of fun, a great Pittsburgh photo opportunity, and a moderately priced restaurant at the end.

Al Friend talked about the Keystone Raceway drags. He had a Keystone schedule that showed our event as an annual event. Al also handed out some fliers that he prepared which give details of the event. The members can distribute the fliers to any old car owner who may be interested in trying the drag strip.

Dave reminded the members that the June 9th Finleyville and Dawson Tours have been canceled.

Vaun spoke about the Washington County Air Show. He has a friend checking into club use of a hanger, plane rides, and pilot demonstrations. Vaun will get details into the newsletter.

Don Baker's son is a marine in the Gulf and will be returning home soon. Don would like to get some corvairs together for a welcome home parade from the airport to Oakland. The parade cars would have to be available on short notice and the homecoming would have to happen before the June 15th parade scheduled by the mayor.

Bill Brill reminded everyone of the Myersdale Maple Festival. The antique car show is on April 14th: the show for all other cars is on April 7th.

Bill Artzberger spoke about the Vintage Grand Prix car show. Fifteen car clubs will take part and WPCC should be one of them. Bill also talked about an auction, car show, flea market at 3 Rivers Stadium on May 17, 18, 19. More details later.

Ray Horn reminded everyone of the reception at the Smiths for Gay and Herb.

Al Friend showed a copy of Awe-Some magazine and encouraged others to subscribe.

The meeting adjourned to refreshments provided by Vaun and Laurie.

## An Invitation

In late April, Herb and Gae Horn will be returning to the Pittsburgh area for a brief visit. They intend to be at our regularly scheduled meeting April 23. For those of you not familiar with the Horns, they were very active members during the early '80's. Herb Horn was designated "COOKIE MONSTER" for his ability to consume almost any type of cookie in great quantities.

April 21 we will be holding an Open House for the Horns at the Smiths', 634 Arden Lane, Mt. Lebanon, PA, from 2:00 to 5:00 P.M. Naturally, cookies will be available. We would like to have all Corvair club members feel free to drop by to renew the friendship.

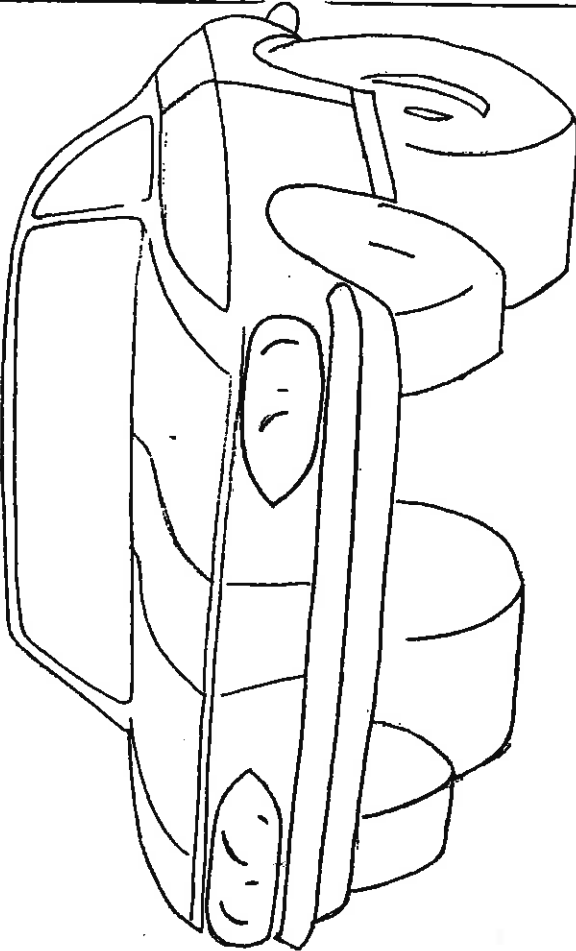
Ray Horn

# ATTENTION OLD CAR OWNERS

THE WESTERN PENNSYLVANIA CORVAIR CLUB CORDIALLY INVITES OTHER OLD CAR OWNERS AND OLD CAR CLUBS TO JOIN US FOR AN AFTERNOON OF FRIENDLY NOVICE DRAG RACING AT THE KEYSTONE RACEMAY IN NEW ALEXANDRIA, PA. DETAILS BELOW:

BRING THE SPOUSE AND KIDS; THIS IS A FAMILY FUN EVENT.

FOR ADDITIONAL INFO: CALL AL OR CAROLE FRIEND (412) 325-2586



**DATE:** Sunday May 26, 1991 (Memorial Day Sunday)

**TIME:** 11:00 A.M. (You can even sleep in)

**MEETING PLACE:** The mini mall lot near the Corner Restaurant, across Rt. 22 from Grabiak Chevrolet, just west of New Alexandria. Where Routes 22 and 981 intersect.

**PRICE:** Would you believe only \$10 per car, including everyone you can stuff in it!!

**NO RAIN DATE THIS YEAR:** If it's raining, call (412) 6687600 for the track's recorded message. If racing is on, we're on. If racing is cancelled for the day, plan on Memorial Day Sunday next year.

**SNACK BAR:** You bet, or bring your own goodies (no alcoholic beverages, please).

**RACING FUEL:** Turbo Blue is sold at a nearby Amoco station.

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## BRENTWOOD 4TH OF JULY COMMITTEE

3624 Brownsville Road  
Pittsburgh, PA 15227

WILLIAM J. SULLIVAN, Chairman  
DAVID K. SCHADE, Vice-Chairman  
GERRY F. SULLIVAN, Secretary  
ANNA S. RICHARDS, Treasurer

JAMES N. JOYCE, Mayor  
JACK LOESEL, Fire Chief  
XAVIER W. FRANEZ, Business Col.  
DAVID K. SCHADE, Residential Col.

**DATE:** Thursday, July 4, 1991

**ASSEMBLY TIME:** 9:15 a.m.

**PLACE OF ASSEMBLY:** Corner of Brownsville Road and Sankey Avenue

**PARADE KICK-OFF TIME:** 10:00 a.m. SHARP!

**PARADE ROUTE:** From Sankey Avenue along Brownsville Road to Brentwood-Whitehall Shopping Center

### PARKWAY CLEANUP

I have not felt greater pride in WPCC. The two-mile stretch of Parkway between the Squirrel Hill Tunnel and Pittsburgh looks immaculate! Ladies and gentlemen we did an outstanding job!

These fine, hard-working, conscientious people should be recognized: Pat, Eric, and Kurt Greenwald; Dale Smith; Rich and Marie Dandois; Bob Donnelly; Bob Heiber; Wayne Jones; Al Friend; Vaun Hamlin; Don Baker; Rich Panizza and his buddy (who found five dollars!)

This cleanup crew started at 8:00 A.M. and did not stop until about 1:30! Do you know how many times you can bend down in five and a half hours?

Thanks also to Don and Becky Ross for the use of their Corvair Rampside to haul weary workers and their paraphernalia. Next time folks, we will need about 15 more volunteers.

Laurie Maglietta [P.S. Do you guys want me to resign now or after the last cleanup for getting us into this?]

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SOUTH PARK SWAP MEET

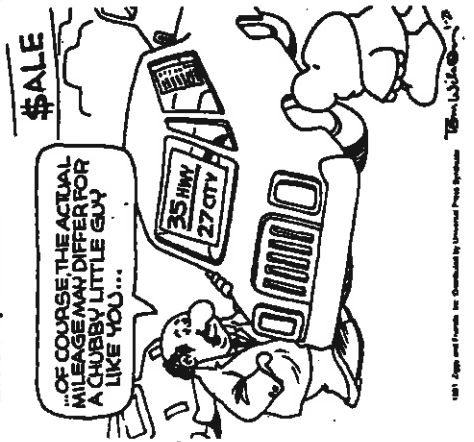
April 7, Bob Donnelly, Bob Hieber, Laurie Maglietta and Dale Smith represented WPCC at a display set up at South Park. Several other clubs were present to "pitch" their groups to the literally hundreds of folks who passed through the meet.

Our display was put together from labeled engine parts, Laurie's photo album, various books (highlighting, of course, Bill Artzberger's masterpiece), photos from Al Friend, and the two large, poster-size photos provided by Vaun. The display was the hit of the show, and we have been asked to do it again at the Fall meet.

We had great opportunities to talk about our favorite little car and introduce many to the club. Today, in the mail, the first new registration came in directly because of the effort. Be sure to greet Walt Miller of Tarentum, who owns five (5) '56 Chevies and a '67 Corvair convertible.

Was it worth it? You bet! It got to the point Laurie and I raced for the front of the table to talk to people. Would we do it again? You bet -- WPCC represents my closest group of friends, and I really want the organization to grow and be instrumental in spreading the word -- Corvairs are alive and well. One lesson, before we do it again we need to get a stack of business cards for all our valued Corvair suppliers and, particularly locally, Hamlin's.

ZIGGY By Tom Wilson



Jay Smith received a really nice letter from Charles Postlethwait of the Wild Wonderful Corvair Club of West Virginia thanking Jay for attending the Hillbilly Hullabaloo last summer.

Reprinted below is the WCC Hillbilly Hullabaloo write-up found in their brochure.

R A L L Y I I I I

Yes, it's happening!!

JUNE 23, 1991

First car off 3:30 p.m.

Corvairs or collector cars encouraged -- any car o.k.

Designed so first timers will do well, but old timers will still enjoy it!

There will not be any bad roads or loose gravel, so bring your pride and joy -- but don't forget a spouse or friend to navigate.

Driving time will be about one hour, and bring a camera for the amazing unseen shots of Pittsburgh.

Rally will begin and end with a dinner very near the I-79/Parkway junction.

The following is a tech-tip from  
a Corsa Ontario member!

Back in June of 1981, one of our members, Jim Robertson, put this Tech Tip in Variations. I saved this Tip and have used it on many of my cars. I've never had a rear wheel bearing failure on any cars that I've used this technique on. You may want to consider this improvement, especially if you're driving your late model to the National Convention this year. Here's how to do it.

"Remove the brake drum, the spring that holds the brake shoes together at the bottom and the brake adjuster. Now measure 7/16" from the back plate on the bottom C/L of the spindle support. Best used a centre punch. Drill a hole in the spindle support using a 3/16" drill but only in slightly less than 1/4". The spindle support is about 5/16" thick. Next a 1/8" drill and run it all the way through into the cavity between the spindle and spindle support. then use a 1/4" x 28 blunted end tap for threads and install a standard grease fitting. Put wheel bearing grease in your grease gun and determine how many pumps on the handle will produce a quantity of grease about the size of a ping pong ball.

Drilling from the bottom will allow the chips to fall out rather than into the bearing cavity. The worst that can happen from too much grease would be too much grease on the brake shoes, but they are easier to change than bearings."

Hint!

When I'm doing the drilling and tapping, I put grease on the end of the drill and tap to collect the chips, and during those operations, intermittently, I wipe off the grease and chips, then put more grease on the drill and tap and continue on. Good Luck.

Brad Hall

# UNDERSTANDING POST- TRACTION DIFFERENTIALS

By Kevin Boaters

There are four or five types of differentials capable of dealing with situations where wheel spin is undesirable, or just plain dangerous. This month we're going to discuss the most common type, namely, the clutch pack limited-slip, or Post-Traction unit. Just for the sake of completeness, the other types include cone-operated limited-slips, Ford's Tractor-Lok and true locking differentials, namely the famed and noisy Detroit Locker. The ultimate preventive measure for wheel spin is the "spool," which isn't a differential at all; in a spool, the axles are splined into either side, and the ring gear bolts to a flange circling the outside of the one-piece unit. Spools are found typically in drag racing or on some dirt track cars, where either the car is only going straight, or where the racing surface allows the tires to scrub in turns.

Basic level differentials are called "open" differentials, and since they share some basic principles with "Post" units, it's important to review how they work. It'll help to refer to the illustrations for this. From the pinion gear in the rear axle housing, power is transferred to a ring gear bolted to the differential "case." The case, then, is positively driven at 3:1 times. Inside the case, the ends of the two axles each terminate in what are called "side gears," and they mesh with a pair (or four, in some heavy-duty cases) of smaller pinions. The side gears and pinions inside the case are bevel-cut gears. The pinions are on a shaft that passes through the differential case, so they must turn with it. In fact, the power going through the whole differential passes from the case, through the pinions, and then into the side gears on the axles. Since the pinions can rotate, the side gears and axles are capable of rolling at different

speeds in the rear axle housing, and that, in a nutshell, is how differential action occurs as the car turns a corner.

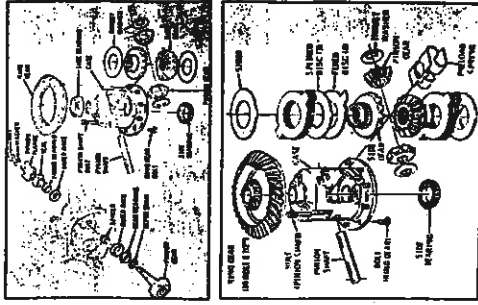
The primary job of a limited-slip, or Post-Traction differential, is to "limit" just how much variation in speed from one axle to the other can occur. For normal cornering, the axles only creep one ahead of the other, and the limited-slip differential behaves like an open unit. But if one wheel begins to spin, as it would in water or on ice, the axles begin turning at widely different speeds, forcing the pinions to begin rolling between the side gears in the case. The limited-slip differential uses the tooth pressure between the side gears and pinions to compress clutch packs and equalize the axle speeds.

The clutch pack discs in a limited-slip case are similar in appearance to those found in automatic transmissions. Half of the clutch discs in each pack are splined to the side gears (and in turn to the axles), and the remaining discs are splined to the differential case. When the clutches engage, they effectively "lock" the axle to the differential case. Actually, the clutches are engaged by gear tooth pressure, generated either when both tires have decent traction, loading the pinions equally against the side gears, or when one wheel begins to spin, which causes the pinions to roll between the side gears. Hence the name "limited-slip": the axles in a limited-slip differential are rolling at nearly the same speed when one wheel is on a loose surface.

In a properly operating limited-slip differential, the self-energizing behavior of the clutches keeps you from noticing any wheel spin at all. The one caveat to this is that if a wheel is indeed on ice, or if both wheels are on ice, the tooth loading between the pinions and side

gears may not be sufficient to squeeze the clutches into action. You can usually provide the required drag by pulling in a little emergency brake pressure, and the axle should take over from there.

As you can see in the illustration, there is a preload spring inside the case. Its purpose is to provide an initial load on the

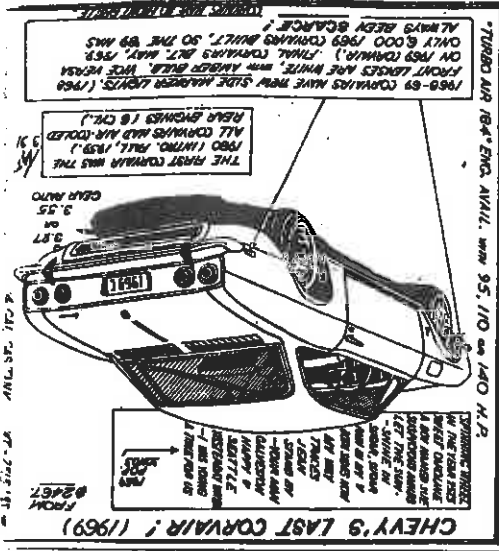


clutch packs. This load is easily overcome during cornering, allowing normal differential action.

With age, it is possible that the preload spring won't be beefy enough to establish the necessary pressure, and the clutches will alternately engage and release. If this is happening, you'll notice the rear axle wandering under hard acceleration.

Next month: Ignition Timing and Spark Advance.

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admitted but ill-fated Tucker of the late 1940s. And the last air-cooled American car of any consequence was the 1934 Franklin. The Corvair got off to a good start in 1960, and in 1961, trucks and vans were added to the line. The 1963 Corvair made its only major styling change, so the 1960-64 and the 1965-69 models are the only two basic cycles. True Corvair fans, however, can spot minor yearly differences. The Corvair was discontinued in 1969 as a result of the wave of unfavorable publicity in the mid-60s created by Ralph Nader's best-selling book "Unsafe at Any Speed." Much of the Corvair was America's one and only rear-engine, air-cooled car at the time. Before that, America's last attempt to popularize a rear engine had been the much-

admitted but ill-fated Tucker of the late 1940s. And the last air-cooled American car of any consequence was the 1934 Franklin. The Corvair got off to a good start in 1960, and in 1961, trucks and vans were added to the line. The 1963 Corvair made its only major styling change, so the 1960-64 and the 1965-69 models are the only two basic cycles. True Corvair fans, however, can spot minor yearly differences. The Corvair was discontinued in 1969 as a result of the wave of unfavorable publicity in the mid-60s created by Ralph Nader's best-selling book "Unsafe at Any Speed." Much of the Corvair was America's one and only rear-engine, air-cooled car at the time. Before that, America's last attempt to popularize a rear engine had been the much-

**Nader squashed Chevy's breed of Beetle**

**AUTO ALBUM**

**SUNDAY, MARCH 31, 1991**

**B 2**

**1991 EASTERN DIVISION SPECIAL FALL MEET**  
**August 8 - 10th**  
**Butler, PA**

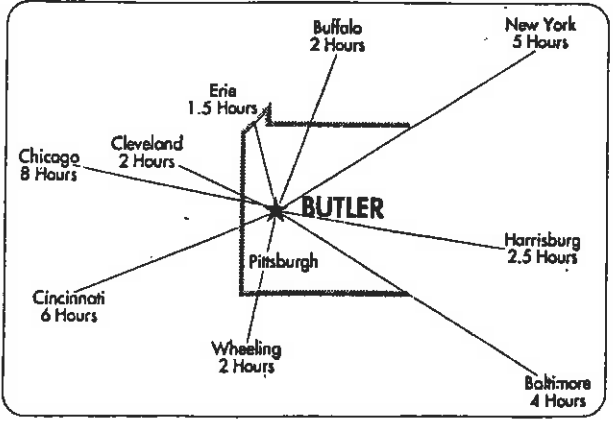
on the Grounds of the Butler County Community College

Registration Chairman  
**Ruth Bortmas**  
 221 So. Eberhart Rd.  
 Butler, PA 16001  
 412-482-4540

Meet Chairman: **Frank Magyar**  
 192 Heller Rd., Butler, PA 16001  
 412-352-3742

Car Show Date:  
**Saturday, August 10th**

Hosted by  
**Butler Old Stone House Region**



For Flea Market Info: Call Lee Bortmas 412 - 482-4540

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FOR SALE: 62 Corvair four-door, 65 auto drive-line, spare front suspension, misc. parts, B.O. Kenny or Leonard Boyd. 864-7257 or 863-6414

FOR SALE: 1969 Corvair Monza coupe, 110/auto, dark brown, black interior, 67,000 miles, four new tires. 658-5058

FOR SALE: 64 convertible 110/auto, yellow/black/black, second owner, less than 50K. make offer. John Alker 364-9620

# AUTO WORLD ENTHUSIASTS **AWESOME** MAGAZINE

DON'T MISS AN EXCITING ISSUE OF AWE-SOME MAGAZINE! SUBSCRIBE TODAY FOR ONLY \$20.00 A YEAR. MAIL YOUR SUBSCRIPTION IN TODAY WITH A CHECK TO: AWE-SOME MAGAZINE P.O. BOX 3856 ERIE, PA 16508

NAME: \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



## Corvair Society of America

Founded in 1968 by and for those who still appreciate the Corvair Automobile P.O. Box 550 • Midlothian, Illinois 60445 • 312/338-6241

### 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.



**SCHEDULE OF EVENTS**

11:00-4:00	Registration and Hospitality Room	Second Floor
1:00-5:00	Rally/Poker Run	
6:00-?	Picnic @ Morris Park	Covered Dish
8:00-?	Hospitality Room open	Second Floor
Sunday, June 16, 1991		
9:00-Noon	Registration	Second Floor
9:00-4:00	Hospitality Room	Second Floor
1:00-2:30	Games	
1:00-3:00	Judging	
3:00	Awards presented	

**CLASSIFICATIONS**

MODEL CHANGES FROM ORIGINAL\*

Early	Factory Stock	Up to 3
Factory Stock	Street Stock	4 - 6
Late	Factory Stock	Up to 3
Factory Stock	Street Stock	4 - 6
Modified	Modified	Over 6
Forward Control	N/A	

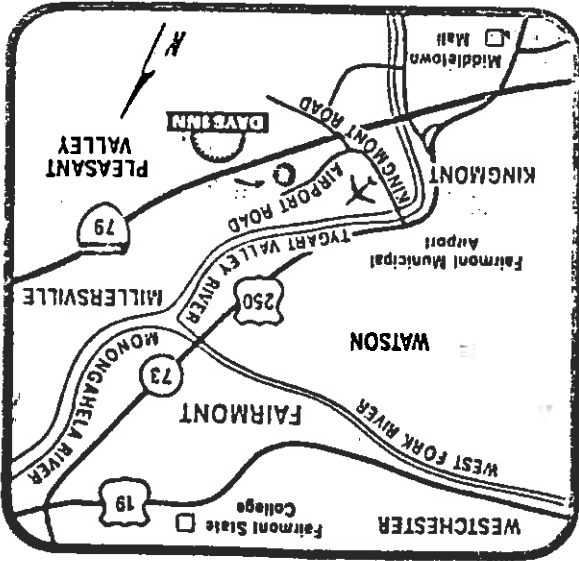
AWARDS FOR 1ST, 2ND & 3RD PLACE

**SPECIAL AWARDS**

Hard Luck  
Peoples Choice  
Longest Distance

\*Some items will not be considered changes ie. non GM filters. If in doubt, ask.

**FAIRMONT**



I-79 at Kingmont Road Exit

1185 Airport Road

Fairmont, West Virginia 26554

(304) 567-1370

**DIRECTIONS**

From Morgantown- Interstate 79 South to the Kingmont Exit (Exit 133) Turn right, go to first right. Follow to Days Inn

From Clarksburg- Interstate 79 North to the Kingmont Exit (Exit 133) Turn left, go to first right. Follow to Days Inn

The Wild Wonderful Corvair Club of West Virginia would like to invite you and your family to come and enjoy our mountain magic and participate in our 8th Annual Hillbilly Hurlabalo Car Show. This year's event will be held on Saturday, June 15 and Sunday, June 16, 1991, in Fairmont, WV at the Days Inn Motel, right off Interstate 79. Enclosed with this brochure is a pamphlet from the motel showing it's fine facilities. We are planning two days of fun events for your entertainment and hope to make your attendance as pleasurable as possible.

Our host motel, the Days Inn, offers great accommodations for our show. Participants will be charged a special group rate for their rooms. This fee is \$29.00 a night per room with up to four adult occupancy. Since this rate is a club arrangement with the Fairmont Days Inn, the toll free nationwide service number on the enclosed pamphlet cannot be used. Contact the Fairmont Days Inn at (304) 367-1370 and tell them that you are attending our show in order to be charged the special rate. The motel is also blocking off rooms for participants adjacent to the car concours areas.

Features of the motel include: a free continental breakfast for guests each morning, in the lounge area from 6:00 am to 10:00 am, a game room with a pool table & arcade machines, and an outside swimming pool. (Special Note- the motel does not provide a lifeguard and swimming is at the guests own risk. Our club will have designated pool hours for participants on both days and swimming will be allowed only at those times.)

Parts vendors will be located in first floor rooms with easy access to and from the concours area. Each vendor will have his own room and will set his own hours.

Activities of the Hurlabalo will begin on Saturday with registration opening at 11 o'clock in the hospitality room located on the second floor. This room is a spacious suite which offers refreshments, a comfortable & convenient discussion area and a place to escape the sunny weather. A road rally/poker run will start that afternoon which will be over a scenic course and will test the skill of all Corvair drivers. The day will end with a picnic at Morris Park, just up the road from the Days Inn. The club has rented a pavilion and will furnish a great meal; hot dogs, covered dishes, desserts and drinks will be on the menu. Children can entertain themselves at the nearby playground. The hospitality room will remain open after your return from the picnic for any further discussions and get togethers.

Sunday's activities will be dominated by the car concours. A washing area will be provided for those wishing to clean up their Corvairs before judging. Registration closes at 12 o'clock and judging will begin soon after. The breakdown of classes is listed later on in this pamphlet. This year the awards will be glassware, glass tumblers sporting pictures of Corvairs will be given out.

Throughout Sunday, door prizes will be given away and games are planned for a challenge for all. Awards will be presented at 3 o'clock.

Pre-registration is \$8.00 per car and must be received by June 1 1991 registration at the gate is \$10.00 per car. The first ten pre-registrations will receive a special plaque to commemorate their early initiative. A registration form can be found on back of the pamphlet.

In closing, the Wild Wonderful Corvair Club wishes to extend an invitation to all Corvair enthusiasts to come and join in our fun. We hope to make the Hurlabalo weekend an enjoyable & memorable occasion for all. Come and enjoy our mountain magic.