

July, 1992

Minutes of WPCC Meeting June 23, 1992

Officers Present: President, Wayne Jones; V.P., Don Baker; Secretary, Pat Greenwald.

Board Members present: Sandy Artzberger, Bill Brill, Dave Fabyonic.

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

The treasurer's report, read by Wayne Jones, sitting in for Carole, was approved. The June balance was \$560.84; 70 members have paid their 1992 dues.

Old Business

Wayne reminded the members of the Parkway cleanup on Saturday and asked for a show of hands of those planning to attend.

Wayne showed a sample name tag and recommended that we get the one he showed at the last meeting. He'll have prices at the next meeting.

Wayne reported that Dave Fabyonic made arrangements for the club to have the same meeting place through next year.

Wayne reported that he received a fax from Dale Smith concerning the difficult time Ellen is having getting information to print in the newsletter. Wayne suggested issuing the newsletter every second month with a postcard in between.

Vaun Hamlin reminded those present that the July 28th meeting will not be at the church. Vaun will have details in the newsletter concerning the dinner meeting and visit to the restoration shop.

Don Baker discussed details of the Autocross that were printed in the newsletter.

Wayne reviewed the parade schedule. Three members were planning to go to Cannonsburg, four to Brentwood, and none were interested in the Crafton parade.

Bill Brill informed the members of the Old Fashioned days at Idlewild Park July 7 thru 10.

Bill Artzberger reported on the Arden Trolley Museum, the Vintage Grand Prix, and the Station Square Museum. He also suggested that the club plan an outing to Cumberland, Md. to ride the railroad.

Wayne reminded the ladies that they still have not come up with the ladies' choice event.

New Business

Laurie Maglietta discussed a proposal to create an educational corridor along the length of Rt 40 to promote the PA. State Heritage Park. Events would be planned including an old car cruise. Laurie is looking for suggestions and help on this project.

Vaun discussed legislation concerning old cars and emissions. He encouraged everyone to write their congressman expressing support for HR9.

On a motion by Vaun Hamlin and a second by Don Ross the meeting was adjourned.

PREZ SEZ

Well, the Corvair Club did pretty good on the 4th at the parades. I even drove in the one in Brentwood (in a Corvair). The Club picked up a few bucks. Sure would liked to have seen a lot more cars attend. Next time, let's really show off a lot of cars. People's comments were great!

As you will read in Dale's article, with so much happening he is reluctantly dropping the rally. But keep the date open -- Judy and I are going to check out the train ride, etc., that Bill talked about at the last meeting. This is in Cumberland, MD. It's a train ride with dining later in old dining cars. We will not have all of the information until the August newsletter.

Let's have a good turnout for Vaun's trip to the restoration shop! Judy and I are going to stop at "Po Folks" for dinner. It's on 88, right before South Park -- join us!! See ya at 6:30!!!

Now, as you are just about done reading this say to yourself, "Self, how long has it been since I have been to a meeting or an event?" This would be a good time to do it. Also, bring a friend (your Corvair). Or a human friend!

NOTE: I need a driver's side vent window/with good rubber for my '63 Spyder convertible.

Wayne Jones

FOR SALE

1964 Spyder conv., 4-speed. Solid body with some floor rust, decent power top. Engine rebuilt by John Sweet. Have 90% (NOS & NORS) of items to restore, including new chrome, wheel well & rocker mlds., dog legs, red seat kit, carpet, body panels, spare Spyder engine with turbo, service books, parts book, sales literature, plus many extra parts. Over \$5000 invested. Will consider any offer over \$4000 for all. 412-946-2006 evenings.

Dick Black

A SPECIAL MEETING FOR MEMBERS & GUESTS OF WESTERN PENNSYLVANIA CORVAIR CLUB at ART KLOS CUSTOM CRAFT in BETHEL PARK on JULY 28th.

For you who like a little change, are interested in seeing some real skill in auto customizing/restoration from our area, you're welcome.

Art Klos has developed an unusual business from a desire to excel and not follow the ordinary. Our visit to his shop will exhibit some interesting cars, pieces of cars, projects on cars & pictures of cars.

Arrangements have been made to have on display two of Pittsburgh area customs, owned by Philip Larcenese and Bill Layman. Guaranteed, you can not find better anywhere. Perfection was the password during the construction of these unique vehicles. Come and take a good look.

The meeting will be at the same 8:00 time you are familiar with and will include a short meeting, displays and facts by Art Klos, and followed with food by P.J.'s Catering of Bridgeville. This is not a meal, but you'll not leave hungry, I'll guarantee. I don't want to see leftovers, so please come. We furnish everything but you!

Directions are as follows--- ART KLOS CUSTOM CRAFT is located on Industrial Boulevard which runs off South Park Road in Bethel Park. At the main entrance to South Park, turn right at the traffic light, up the hill on South Park Road, .8 miles to Industrial Boulevard at a traffic light, left turn and travel .5 miles where the road bends to the left, add one more tenth and you're there, on the right.

Another approach from the opposite direction on South Park Road where it starts at McMurray Road. Industrial Boulevard will be 1.9 miles and you'll pass thru two traffic lights, turning right at the third.

Leaving Mt. Lebanon toward Canonsburg/Washington, you'll exit route 19 at McLaughlin Run/McMurray Road, turning right on the Orange Belt for .5 miles to Bethel Church Road at a traffic light, turn left and an immediate right on Drake Road. In .5 miles at a stop sign on South Park Road, you'll turn left, passing thru two traffic lights, Industrial Boulevard will be on your right at the third traffic light.

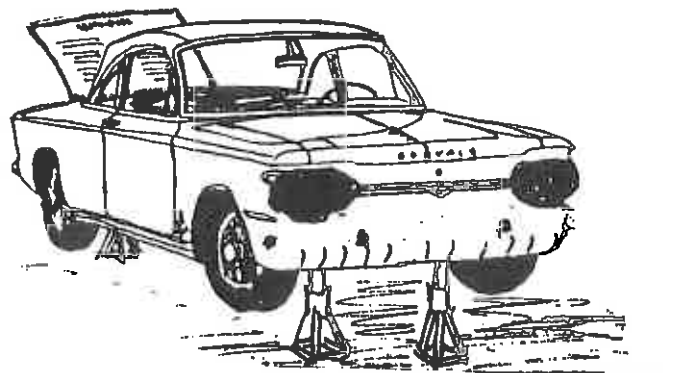
Again, this is special for us, so make it the same for you & attend.

THANKING YOU IN ADVANCE!

Question? Call Vaun Hamlin at 221-2100.



Mr. Goodwrench



AN AUTOCROSS SHORT STORY by Al Friend

It was a perfect day for anything, the air was crystal clear and the sky a perfect blue. Don Baker's planning was perfect, except that he was called out of town on business, as was Bob Hieber and Dave Fabyonic. Don was thoughtful enough to leave helmets and tune up equipment with his wife for me to pick up, since a tune up clinic was requested by many members at the meetings!

I arrived early and waited for other members to show up. None did, until Hal & Deb Goff rolled in with their beautiful 65 Monza convertible, that got a lot of attention from the racing crowd. Hal & Deb enjoyed watching the heats and learning the ins and outs of autocrossing. I enjoyed racing, and my times improved with each run (When I stayed on course).

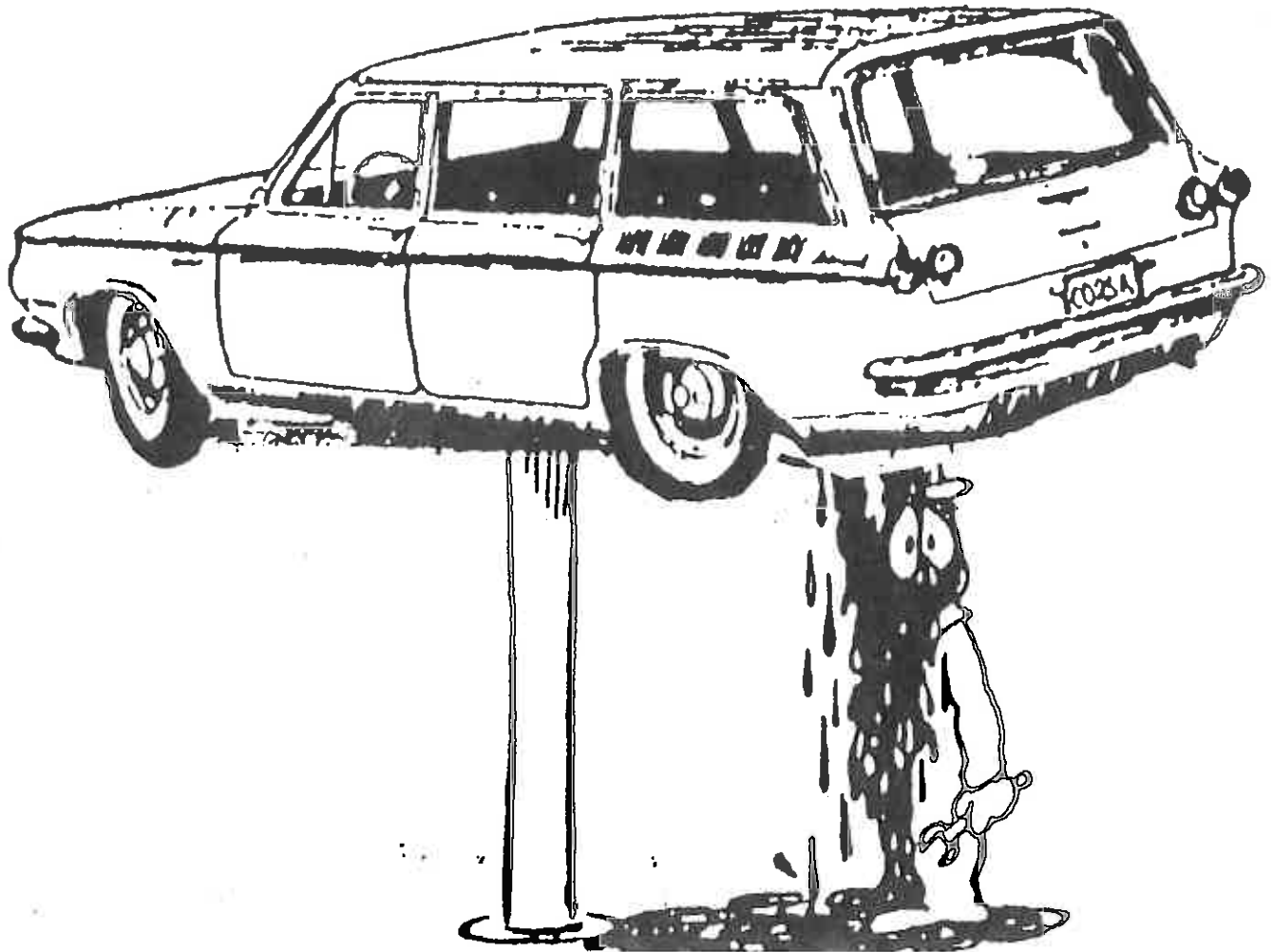
It sure would have been nicer if you were there. Hal mentioned that they joined WPCC because they heard that we were a very active club?!?!??

FIVE YEARS AGO IN THE JOURNAL by Al Friend

The June 14, 1987 picnic and historical tour hosted by John & Gayle Gundlach was a huge success. Bob Donnelly brought three cakes, one shaped like a Corvair and the others sporting Vair emblems. After dinner "the guys" easily defeated "the kids" in a football game that will long be remembered for Dale's beautiful open field tackle of a birdhouse pole! Several of "the guys" were put on the 30 day disabled list after this game, but they did win!!

The Crafton parade attracted 8 Corvairs and the Canonsburg parade sported a modern day record 14 Vairs! After Canonsburg the Smith's graciously hosted a picnic at their home.

Austin Wagner Stankus became our youngest member at 3 PM on June 17, 87. A new member named Laurie Maglietta from Washington, Pa. was signed up.



RALLY CANCELLED

Obviously, with the receipt of this Journal, it is now the tail end of July. Regretfully, Ellen and I have decided to not hold the August Rally. As most of you know, Ellen's Dad died; and we are having to spend a lot of time dealing with his affairs. Additionally, our key inside man has been hospitalized since the first week of June. Between these two problems, we are working an honest 18-hour day and are tired. In order to have a proper fun Rally, more time has to be invested than we can spend at this point. We both apologize to the Club. Hopefully, this is the first and last time we will let you down. Enough preliminary work has been done that we will offer a Rally in the Spring of '93, if the Club gives us another chance.

Dale Smith

TECH TIPS

CLEANING CORVAIR ENGINE PARTS

The job of cleaning Corvaire engine parts at home is not an easy one. Cold-tanks and hot-tanks are not usually standard do-it-yourself hardware. The result is the home mechanic has a real job on his hands when he wants to rebuild and clean up an engine. I was recently confronted with this problem and after some trial and error, I tried plain old Tide. I put the parts in a pan, ran the hot water till it was hot, filled the pan with hot water until the parts were covered and added Tide until it stopped dissolving to make a saturated solution. This technique will clean many parts if allowed to stand 12 to 24 hours. To speed up the process, or for parts with heavy carbon deposits, place the pan on the stove (while the wife's away) at low heat. Two to four hours will clean pretty tough looking parts. If they don't come out clean enough, give them more time. Crusty aluminum pistons come out shining like a new dime and there is no etching on the aluminum. Steel parts clean up nicely, too. Brushing the parts with an ordinary scrub brush and washing in clear hot water, then blowing dry and oiling completes the job.

Jim Brossard - Corsa Northwest
Vair-iety

FORD DOES SOMETHING RIGHT!

If your F.C. needs a new muffler, check with your local parts house and ask for a '79 Granada 6-cylinder. This muffler is identical to the F.C. muffler, except it has a 2" inlet instead of a 1-7/8", as on the F.C. The one I purchased came with 2 shims, one to reduce to 1-7/8" and another to reduce to 1-3/4". It also came with a short, curved tailpipe tip. The outlet is also 2", which should cause less back pressure and improve performance.

Bob Galli, Central Coast Corsa

TRIVIA FROM GENE RAPP

There is a VHS animated movie for children called PINCH CLIFF GRAND PRIX at North Hills Pharmor. The sound track narration of the race is really novel and adults will appreciate it.

While attending a cruise in at Coventry Square in the North Hills, Route 8, I talked to a fellow who makes vanity or personalized license plates on the PA blue and gold blanks. Eight letters - \$8.00. He also has computerized lists on the availability of all scale model cars. Some Corvairs are listed at Wheat's Nostalgia Shop. His name is Brian Swartz, 412-487-4857. He will also build scale models to your specifications.

JULY 4th

On July 4th, the Club participated in two parades, and we netted a nice amount of cash for the treasury.

Vaun, Laurie, Ray, and new members Jackie & Lee Jones went to Canonsburg. Walt & Boots, Bob Hieber, Dave Lovejoy, Wayne Jones, Dale & Ellen, and Gene Rapp were at Brentwood. The cars were well received and appreciated at both parades; but we definitely could have used more at Brentwood.

The picnic was a lot of fun. Non-paraders Bob Donnelly and the Fabyonics joined us to round out the day. Many Corvair and non-Corvair subjects were discussed and enjoyed by all. The biggest bone of contention we had to deal with was Brian Smith's announcement that he wanted to buy a Jeep.

After eating for an entire day, several of us wound things up on a blanket watching the Mt. Lebanon fireworks.

Dale Smith

SUPER CHEVY SHOW - SEPTEMBER 13

Please mark your calendar and remember that Sunday, September 13, is the all-Chevy show in West Mifflin. This has traditionally been an event tremendously enjoyed by the Club. In the back of this newsletter you will find a Registration Form with all the pertinent details on it. We will be sure we have plenty of tables reserved at The Grove so we can go as a group that evening for dinner to round out the day. We look forward to seeing you on the 13th.

Dale Smith

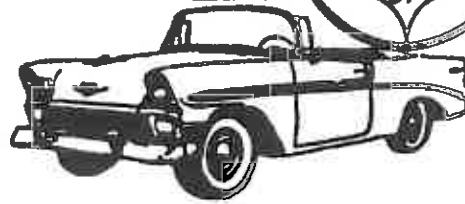
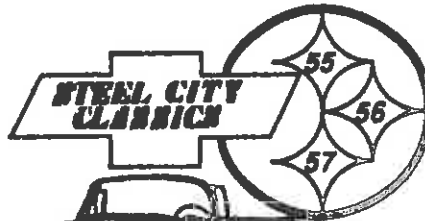
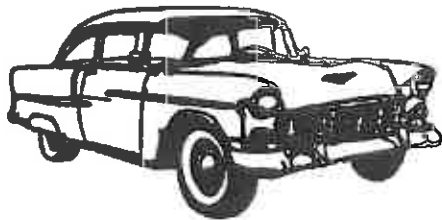
MORE ABOUT FANBELTS

Way back when, I wrote an article emphasizing the need to carry a spare fanbelt and the proper tools to change it. A recent incident brought to mind another important factor.

I recently experienced a fanbelt failure and, true to my word, I had a spare, and the tools to change it. However, one thing I neglected to check was that the parts man gave me the correct size fanbelt, so lo and behold, there I am stranded with a fanbelt that is at least 10" too long! So, after making a phone call to my loving wife and convincing her that she should drop what she was doing and come out and give her good and faithful husband a ride home, I picked up the spare fanbelt that was in my '65 convertible, had my loving wife drive me back to where the car was stopped and found out that this fanbelt was at least 6" too short. This was purchased at the same time as the too-long fanbelt from the same supplier.

The moral of this story is ---- don't trust your local parts supplier to know what size fanbelt fits on a Corvair. When you buy the fanbelt, check the size NOW! It will save numerous headaches in the future.

Bob Hieber



ALL CHEVY SHOW

Sunday, September 13, 1992

Hills Department Store Parking Lot - Century III - West Mifflin

Registration 9:00 am - 1:00 pm

Registration Fee \$5.00

Open to all Chevrolets, 1974 and older

All Welcome ... Cars, Trucks, Stock, Modified

Trophies awarded for each category

There will be NO parts vending

Vehicles must be registered by 1:00 pm - Awards at 3:30

Kid's MODEL CAR SHOW - 16 and under

Make checks payable to STEEL CITY CLASSICS, INC.

Mail to: Ray Ford 701 Prestley Ave. Carnegie, Pa. 15106

**For Information call:
(412) 276-0384 or (412) 469-3659**



All Chevy Show Registration Form

(PLEASE PRINT)

Name: _____

Year: _____

Address: _____

Model: _____

Class: _____

Phone: _____

Stock/Modified ? _____

Steel City Classics Member ? Yes No

BLUEPRINTS

Corvair Monza Spyder

by Bob Hovorka

FOR a "compact economy car," it got poor gas mileage, was awkward to get in or out of, and unless you ordered the optional "aircraft-type gas heater, ear muffs, gloves and a heavy coat were mandatory winter options. Later, there was the handling controversy. Later, there was the Chevy II; the Ford Mustang, and Ralph Nader — the first two being more instrumental in Corvair's demise than the latter.

But for a moment, forget the controversy, forget Nader, forget what GM should have, or shouldn't have done. The plain simple fact is that those early Corvairs were fun to drive! They had a unique, pug nosed, all American look that made them stand out from the crowd. No one ever mistook a Corvair for a Falcon or a Vallant — or anything else for that matter. They were as individualistic as Studebaker's shovel-nose '53s or Auburn's boat-tailed speedsters. Had some European manufacturer come up with such a car, Americans, in all probability, would have been awed by its responsiveness, chided those who didn't like its handling (for not having the ability to utilize its potential), and praised its designers for giving them near Porsche-like performance at little more than half the price.

In 1962, the spunky little sportster got even better — along came the Spyder! Outwardly, things were little changed: a few new emblems and some rearranged trim. Inside, the most obvious difference was the dashboard, where circular tach, speedometer, fuel and manifold pressure gauges replaced the normal complement.

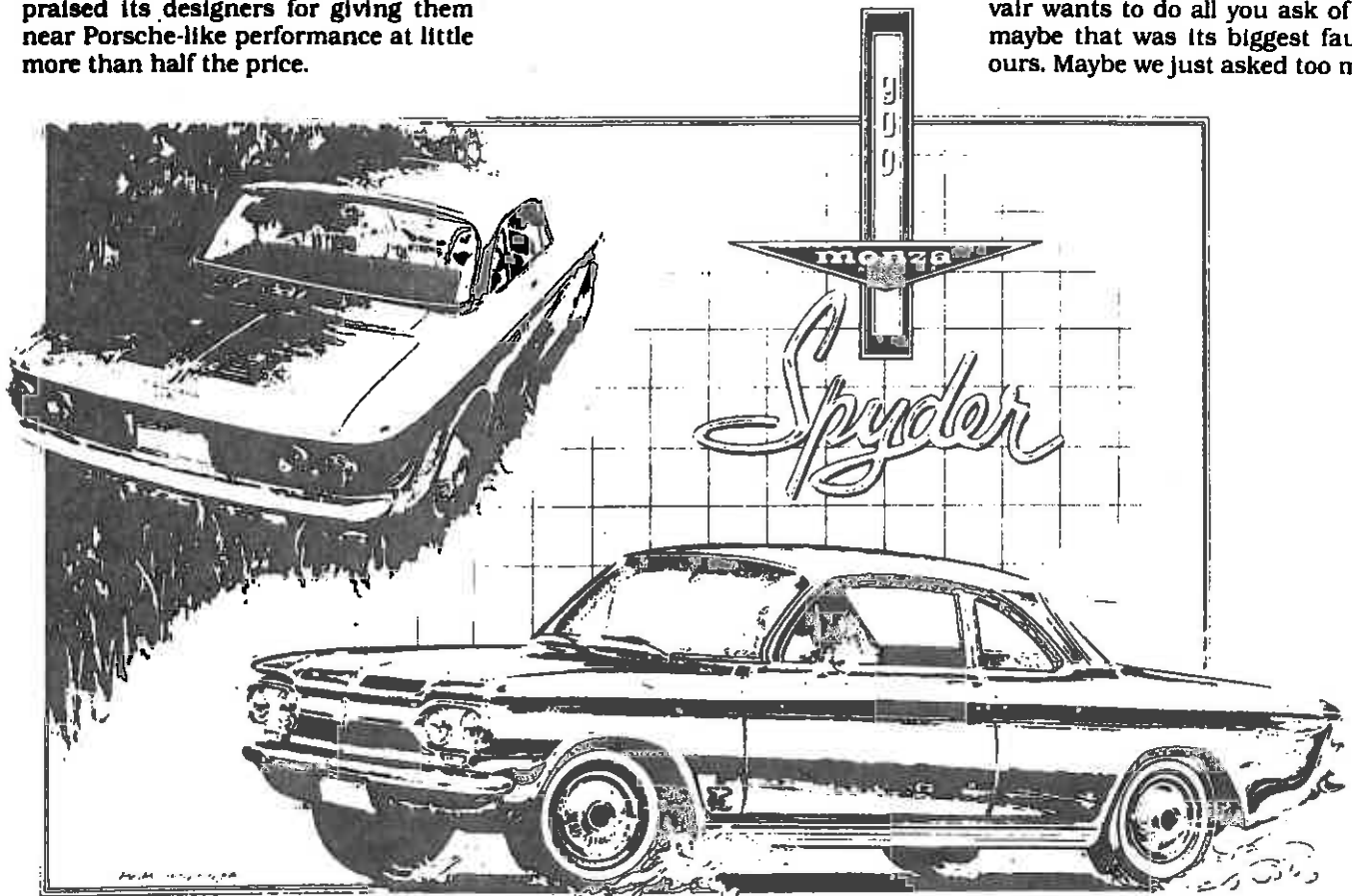
But it was under the "trunk-lid" that the most notable change took place: a turbocharged engine. Not simply a bolt-on, Chevrolet cautioned enthusiasts, "The turbocharged engine has external changes to provide for mounting the supercharger and internal changes to provide for its increased power." Large letters warned: "The SUPERCHARGER UNIT SHOULD, THEREFORE, NEVER BE REMOVED FROM THIS SPECIAL ENGINE TO BE INSTALLED ON ANOTHER CORVAIR ENGINE."

The little huffer pulled 150-horsepower from the 145-cubic-inch, air-cooled six. Impressive, but far from enough. With too little economy for an economy car, too little room for a family car, and too little power for the ever

growing "first away" from the stoplight crowd, Corvair was turning into a car without a market.

Still, once settled in the semi-bucket seats, drivers suddenly shed years. A genuine bond grew between car and driver. As you reach towards the dash, and turn the ignition switch, you hear a strange churning out back. The little six starts easily, with a saucy burble unlike anything you hear today. Far from the lumpy idle of most high-performance cars of the sixties, the turbo engine idles extremely smoothly. A quick nudge of the gearshift, a jab at the gas pedal, and you're chased by the bark of a half dozen Harleys.

Acceleration, while not in the muscle car class, is snappy. In traffic, it's a joy; steering so light you would swear it was powered — an option neither available, nor needed. While it handles differently from cars we're used to today, it feels very stable. Maybe it's the heavy duty suspension. Maybe it's the fact that you're sitting just inches above the ground. In spite of all the bad press Corvair has received, the car seems very driver friendly. Like a faithful dog, Corvair wants to do all you ask of it. And maybe that was its biggest fault. And ours. Maybe we just asked too much! □



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 WPCCL 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 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".

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

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

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 #Corvairs owned, yr., model _____



Corvaire Society of America

Founded by and for those who still appreciate the Corvaire Automobile
P.O. Box 607, Lemont, IL 60439-0607 • 708/257-6530

Membership Application

Last Name _____ First Name _____

Street Address _____

City _____ State/Prov. _____ Zip Code _____ Country _____

Telephone Number (_____) _____ Occupation _____

Fee Schedule

1 year membership \$25

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 Corvaire? _____

5. Approximately how many Corvaire-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.) _____

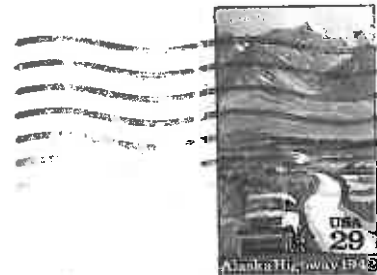
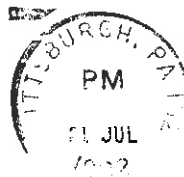
JUL 92



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THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB



JUL 92



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