

Published monthly by the Western Pennsylvania Corvair Club, a chartered chapter of the Corvair Society of America. Letters, articles, commentary, & questions should be directed to the editor; Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412)325-2588. Material should be in the editors hands by the 20th. of each month.

1. OUR NEXT MEETING

The August meeting will be held at 8 P.M. on Thursday Aug. 11 at the General Motors Training Center. (Across Business 22 from Sears in Monroeville.) If the weather is good, bring out the show piece for a little run, since the parking is secure.

The agenda will include: Corvair Day at the drags, a Sept. convoy and picnic, an April Corvair & Antique Show, date selection for the Christmas party, national convention happenings, tech. topics, & anything else that you would like to discuss.

2. OUR LAST MEETING

Our last meeting (July) was held at Devereaux Chevrolet in Freeport, and thank you, Bill Devereaux & John Cossy for the sandwiches. Ivan helped us beat the heat by setting up a WPCO beer & pop stand. It was an enjoyable and informative meeting with several new members in attendance.

We decided in favor of Ivan's proposal to stage a Corvair & Antique show in conjunction with W. Leeburg's 50th. anniversary celebration in April. We will have FREE INDOOR facilities, will charge admission, & will possibly raffle off a Corvair.

We decided to begin charging non-members for classified adds, and that we will run business cards as advertisements in the newsletter. Rates follow:

<u>CLASSIFIED ADDS</u> -	Members - <u>Free</u>	Non - Members - <u>\$2</u>
<u>BUSINESS CARDS</u> -	Members - <u>\$1</u> per month	Non -Members - <u>\$5</u> per month
	Devie - <u>Free</u>	

3. GYMKAHNA REPORT

Our first gymkahna was a tremendous, fun filled success, thanks to good planning & hard work by Bill & Irene Artzberger. Many thanks also to the members who set up the five ridiculous courses, & to Bill & Velma Klotz (president of Friend's of Corvair Club) for attending.

Over twenty cars attended, with about fifteen participating in the gymkahna. Please realize that a twenty car turnout for ANYTHING in July is a huge success. I still can't believe that Phil Pietruzza & wife managed to maneuver their big Cadillac through those tight courses.

The event was won by John Martin, and pit crew, driving a "Rather Rough" Vair named Hermie Bumpo. Ol Bumpo arrived on the scene in a cloud of smoke (& some dust too)! Since racing type machines are supposed to be light, the pit crew immediately removed the hood & deck. Since it was a hot day, they next removed the doors. John & the crew will join WPCO as soon as they sell enough doors, decks, etc. to raise the cash. Second place went to Ken Good & Son's who cheated, of course! Third place went to Wayne, Judy, & Grump Jones. Wayne's driving seems to improve when he is blindfolded!

We are proud to announce that next to last place went to Dave Fabyonic & Sons, driving THE VAN, would you believe! They probably would have won if Jan did the driving! THE COVETED DEAD LAST PLACE TROPHY WENT TO THE FAMOUS PIE & JAN SCHOENEMAN RACING TEAM INC. It was very well deserved also!

Again, Many thanks to Bill & Irene for a really great Sunday outing, to all of the setter uppers, & to Ivan Clever for setting up the WPCO General Store. Hey, Let's do it again next year, & how about more events at the Butler Fair grounds?

4. You say that you are looking for a new or used Chevy? Well, remember our fine sponsors, and "GET A CHEVY FROM DEVIE". Parts mgr. John Cossy's ^{FAV} tops in Corvair parts also. Mention that you are a WPCO member.



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"Since 1923"

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5. CORVAIR DAY AT THE DRAGS
SUNDAY, AUG. 28,
Try to arrive by 11 AM

Ben Rawson, Chairman, Phone 823-4714
 Keystone Raceway, New Alexandria, Pa. (Off Rt. 22)
 \$8 to run (many runs) \$7 to be in the pits \$5 / Spectator.

Ben Rawson will have more information for us at the meeting, but basically, if you plan to run try to arrive early (before 11 AM), we would then have a better chance of getting together in the pits. Time trials go until 2 PM and then the run offs (you run in your class, until eliminated) Noon would be the latest possible arrival time. How about it, T.K. Lageman, John Getz, Ed Wieland, Ken Good, Lou Cardello, & anyone else driving Corv-8s & Turbos. It sure would be nice to show the racing crowd some real fast Vairs ON OUR DAY. Call Ben for more details at 823-4714.

THE FOLLOWING ARTICLE APPEARED IN MARKET SQUARE, PUBLISHED BY TWO PAST STINGER DRIVERS, BILL & GRETCHEN RASP. THE LAST ISSUE OF EACH MONTH IS THE AUTO ISSUE & FULL OF GOODIES LIKE THIS ARTICLE.

Market Square, Wednesday, April 27, 1977 → 9

Here's What Happens At Drag Racing Strip

By RUSS LEWELLEN

Drag racing is the most basic and uncomplicated form of auto racing going today.

A drag race is primarily a timed speed event run on an accurately measured quarter mile length of asphalt. It is run from a standing start and carefully timed in both the amount of time it takes each vehicle to cover the quarter mile distance (the elapsed time or E.T.) and in the top speed attained by each vehicle.

With countless drag strips all over the country and top sanctioning bodies such as the National Hot Rod Association (NHRA) in California, drag racing is today one of the top spectator sports in the United States. There are classes for everyone from the top pro racers all the way down to the high school kid down the block.

The various classes allow each competitor to build his machine within his (or her) budget and still be assured that he will be running against cars with the same limitations as his every week. The NHRA, as well as most other top sanctioning bodies, also insists on each competition car meeting strict safety stan-

dards and before any car turns a wheel down the drag strip — must pass a strict inspection by track officials.

Modern day drag races are started and largely controlled electronically. First a car pulls into an area directly behind the starting area. Liquid, usually water, is poured on the ground in front of the rear wheels and then, after the wheels are eased into the liquid, the driver floors the gas while holding the car in place with

the brakes. As the rear wheels smoke and spin, they are cleaned and heated to make them tacky so they will grip the track surface and minimize slippage on the start.

Each driver then pulls into a starting, or "staging" area. In the center of the track, about 20 feet down the drag strip, is an electronic device called the "Christmas Tree." It's actually a series of lights used to electronically start each race.

First on this tree is a staging light. An electronic beam of light is shined across each lane of the drag strip. Each car is inched forward until the front wheels break this beam of light. This in turn lights up the staging light on the

Christmas tree. When both lane's light is lit on the tree, then the cars are staged and ready to race.

The starter then pushes a button and another series of 5 yellow lights blink downward 1/4 second apart on the Christmas tree. The last light then flashes green and the race is on. But, a word of caution! Leave even a fraction of a second before the green light flashes on and the Christmas tree flashes a red light and the car is automatically eliminated.

Another feature of this starting system allows each lane's descending series of starting lights to be controlled by the starter separately so that a slower car can be given a head start against one with faster practice

times. Watching a faster car roar away in pursuit of another that has already started racing toward the finish is one of the most crowd pleasing aspects of drag racing.

Two separate records are kept for each run — the low elapsed time mark or E.T. and the highest speed mark.

On an elapsed time record run the car first leaves the starting line beam which activates the electronic timer. As the car continues through the course, the timer records the elapsed seconds and

fractions of seconds until the car breaks the finish line beam and stops the timer.

For top speed runs a separate system is employed, using a completely independent circuit with electronic beams placed 66 feet on each side of the finish line. As a car passes through the finish line the beams clock a time for the 132 foot distance. This time is recorded and is easily converted into a miles per hour reading. Both elapsed time and miles per hour are

recorded on each run, with most strips equipped with dual lane timers to allow both cars to receive clockings on the same run.

Although there are many classes of NHRA drag racing being run all over the United States and Canada, it is the sportsman and/or bracket drag racing that makes up the bulk of the drag racing that is run every weekend.

A novice can enter one of the lower classes such as the Keystone trophy class, which awards trophies but no cash for wins, a competitor can thus gain experience and advance upward into other more involved and more expensive classes at his own pace.

Drag racing is unique in the sense that almost anyone can become a competitor.

6. CORVAIR CONVOY & PICNIC IN SEPTEMBER

On Sept. 11, Bob & Lamoyne Holdarbaum would like to lead the club on a convoy to The Stern's Auto Museum in Irwin. The museum tour will be free to members, & will include the restoration shop. After the tour, Bob & Lamoyne have graciously invited all participants to a picnic and corn roast in their back yard. Bob will have horse shoes, badminton, etc. set up, and wants to supply the corn, hamburger, beer, pop, etc. The gals should plan to bring salads, cookies, etc. Let's talk it over at the meeting. Are you getting the feeling that there are some really great folks in our club??

7. CORSA NATIONAL CONVENTION

Well it's all over for this year, but I don't believe that any of our members made the trip. If someone did attend, please drop me an article on what happened. As we discussed at the meeting & gymkhana, Bill Klotz brought up some very controversial topics at the business meeting. After the dust cleared, it sounds as if some very good people are moving into important positions. Allan Martin is the incoming president, Bill Klotz is the new treasurer (That'll teach you to raise hell, Bill!), and Tony Fiore replaces Mark Ellis as Executive Secretary. This is an excellent situation since Tony is very conscientious, & has the time now that he is retired. With so many devoted people in key positions, it is my prediction that Corsa will be making great progress over the next few years.

8. CORSA DUES - It is my understanding that Mark Ellis stopped sending out the renewal envelopes a few months ago. This was not authorized & they will be re-continued. However, it would be a good idea to check your mailing label on your last Corsa publication to be sure that your membership hasn't lapsed. If it has, or if you receive a renewal envelope: Fill it out, make your check for \$10 payable to CORSA, & mail to our treasurer. Mrs. Carolyn Sullivan, R D #2 Box 411-A, Saltsburg, Pa. 15681.

9. NEW MEMBERS

Rich Conaty, Pgh. 381-3655. A 22 yr. old Assoc. Producer with KDKA TV. Owns a 63 conv. Introduced by Al Friend.
 Randy Zikeli, New Castle, 758-8532. A 16 yr. old student who owns a 64 conv. He was introduced to WFCC by Ivan Clever.
 Ed Kirkpatrick, Etna, 822-7309. He is not Spanky of the Pirates. He is a 23 yr. old cook who owns 8 Vairs. Introduced by Ivan.
 Elmer Poppler, Vandergrift, 845-5875. A 51 yr. old foundry worker who owns a 62 coupe. Ivan also introduced him to the club.
 Scott Settlement, Mars, 625-1003. A 23 yr. old sales mgr. for Bill Devy. He has access to a beautiful 64 conv. Intro. by John Costantine.

10. CORVAIRS FOR SALE

3 Corvairs & lots of parts, Ed Pezal, 672-5053.
 66 conv. auto. good cond. 66 4sp. pts. car, tinted glass, 68 eng. & auto. trans. 68 3sp. trans axle & trans. other parts, package deal, McKeesport, 751-9302 after 6.
 63 Spyder conv. 4sp. 2 wire covers, 48,000 mi. no rust, carbs installed, turbo avail. d. blue, wh. top. Offers over \$1200. New Alexander, 484-7652.
 65 conv. auto. brown, needs minor repairs, John Savage, Connellsville, 626-1775 af. 5
 63 Monza conv. 50000 mi. minor rust, auto. runs well. Mrs. Mansfield, \$350+ 761-1602
 66 Mza. Cp. 65000 mi. no rust, red/red, bst. offer, Bob Humberson, Swissvale 244-1691.
 * more listings on last page

11. CALENDAR OF EVENTS

Aug. 13, Hollidaysburg, Blair Co. AAC. Info. Herb Miller, (814)695-3365.
 Aug. 13, Somerset, Peach Festival car show. Info. Wayne Barron (814)445-4700.
 Aug. 18, Thursday, McKeesport Festival parade. 6P.M. Olympia Shopping Ctr. in Versailles Bero. Contact Ed Pezal on or before meeting night. 672-5053.
 Aug. 19 - 20, Altoona, Swigart Museum meet. Info. Len LeCrone, Box 438 RD4 Altoona 16601
 Aug. 28, CORVAIR DAY AT THE DRAGS, KEYSTONE RACEWAY, CONTACT BEN RAWSON 823-4714.
 Aug. 27 - 28, Butler AACA show, Butler fairgrounds, Info. Jim Tarr, 285-3313.

THIS UPI ARTICLE APPEARED IN THE THURSDAY JULY 28 PITTSBURGH PRESS:

Restored Corvairs Are Selling Like Hot Cakes

Pittsburgh Press, July 28, 1977



THROUGH THE EFFORTS of Ralph Nader, General Motors stopped production of the Corvair in May, 1969. Today members of "Corsa, the Corvair Society of America" begin a four-day convention in Bloomington, Minn., where they will show off 600 of the "unsafe" cars in a contest.

"General Motors themselves said they could sell a million Corvairs this year if they had them. All the Corvair people feel the Corvair was twice the car the Vega is or was. That's being dropped, too."

—Everette White

His Monarch Motors gets calls from coast to coast.

"An insurance agent called from somewhere in Kentucky trying to set the valve of a '66 Corvair Corsa convertible that was wrecked," White said. "We're a small business—just taking care of local trade within 100 miles."

White, his son, Tom, and five large goldfish are about the only living creatures in the midst of the sea of Corvairs, except for the frequent visitors.

White, 44, a quiet, soft spoken mechanic, worked at a Chevrolet dealership in Madison in 1960 when General Motors started building Corvairs. GM built 1.7 million and stopped production in May, 1969.

At that time, White was operating a gas station and selling Corvairs in Mid-

dleton. A year later, he moved to the old station and started acquiring more Corvairs.

"Once they're restored, you can sell them like hot cakes," said White who has sold about 200 Corvairs since he opened his business. "They're a good car—at least as good as any other car. They had their problems. What car didn't?"

"It was a misunderstood car. Nader falsely accused it of being a no good car. People tend to believe negative things rather than appreciate the good car that it was. And it really was—still is.

"GM was the biggest culprit as far as dropping the car. Too many people gave Nader credit for that. He helped the downfall of it, but he wasn't the whole cause.

By RICHARD P. JONES

MIDDLETON, Wis. (UPI) — It's just an old gasoline station a half mile west of this Wisconsin capital suburb on U.S. 14, but the cars and trucks Everett White has parked on the lot rival the King Tut exhibit.

"A lot of people stop and take pictures," White said. "It's kind of an oddity to see 150 Corvairs sitting in one spot.

"Most people who worked for GM probably never even saw that many when they were building them."

Chevrolet Corvair sedans, hardtops and convertibles—the cars Ralph Nader claimed were unsafe at any speed—are parked door-to-door, bumper-to-bumper from one end of the lot to the other. White has some vans and trucks too.

"A guy from Duluth stopped the other day. He'd just come from the Tut exhibit in Chicago. He looked around for about a half hour and says, 'This done me more good than that tour down there.'"

Some are rusty. Others look new, and now and then White sells one. He restores a few when he isn't busy fixing other cars or answering the telephone.

"GM came out with the Camaro right about that time—with V8 cars that were a little more sporty, so they more or less obsoleted their own product.

"General Motors themselves said they could sell a million Corvairs this year if they had them. All the Corvair people feel the Corvair was twice the car the Vega is or was. That's being dropped, too."

The "Corvair people" are the members of "Corsa, the Corvair Society of America." They're opening a four-day national convention in Bloomington, Minn., today.

White's 1967 four-door hardtop Monza, which has only 27,000 actual miles, is among 600 cars entered in the convention contest.

"We took it up to Wausau one day and got 27 to 28 miles to the gallon," White said.

The white Monza with black interior has factory air conditioning and sold new for about \$2,900. White has it insured for \$4,500.

He has a '69 Corvair 500 model with 4,000 miles stored in Middleton. A '68 Corsa with 7,000 miles was locked in a garage on the station lot.

The third in a series of bodywork articles by our own Bill Schmiedlin. Bill requests that NO ONE reproduce these articles without his written permission. (3119 Bradbury Dr. Aliquippa, Pa. 15001).

TOOLS & EQUIPMENT

Bodywork is an area where a great deal can be spent on tools & equipment. A couple of thousand dollars could be spent getting the normal equipment together. Most items, however, are labor saving devices rather than necessities - although quality can suffer in some areas. Most people equip themselves over a long period of time, buying the most useful items first and the specialized tools later. Many items can be rented, borrowed, or substituted by a more readily avail. tool. As a for instance, a hydraulic or even bumper jack can sometimes take the place of a body jack; an electric drill for a disc grinder; a hammer or piece of metal for a dolly; etc. Improvise!!

There are obviously hundreds of items which could be discussed, however for the sake of brevity, I will discuss only the items that I consider most necessary or useful. You obviously won't need everything listed for every job.

TOOLS - First of all, you will need some of the normal mechanics tools, such as: pliers, wrenches, screw drivers, vice grips, tin snips, etc.

BODY HAMMERS - Body hammers usually have a large, almost flat hammer head on one side, and a pick or chisel extension opposite the hammer head. They come in a large variety of shapes & sizes. One or two hammers should suffice, I would suggest one of each type.

DOLLIES - are heavy pieces of metal used as back up for hammering out dents. They also come in many sizes & shapes. Choose a dolly with as many different shaped surfaces as possible. The type that resembles a piece of railroad track is probably most popular. One with a flat surface on one end & a gently curved surface on the other is also quite useful.

SLIDE HAMMER - A medium duty slide hammer is useful for pulling out small dents & creases where access from behind is difficult. I prefer the type with interchangeable hook & metal screw tips. HINT: Use the screw tip, & make the holes in the dented area with an ice pick. This creates a concave hole which will grip the screw tip more positively & won't cause high spots where the holes were. Weld or braze the holes closed after pulling.

PRY BARS - Again, many varieties are available, but in most cases, a crow bar, pipe, etc. will do the trick.

FILES - Body type metal shaving files are handy for cutting down lead & for finding high/low spots on bare metal surfaces. A Sarfarm or "cheese grater" file is great for roughing in polyester fillers - must be done before the plastic reaches full hardness.

GOGGLES - Eye protection is highly advisable for grinding & welding.

RESPIRATOR - A respirator is advisable for dust & paint mist protection. The charcoal canister types are most effective & could always be used while spray painting - especially for enamels & two-part paints. (Having a hardening additive). The light weight hospital type respirators are OK for sanding.

GLOVES - Strange item to be included in the "tools" section, but if you've ever fried your hand with a touch or sliced yourself on sharp metal, you'll understand why they are a necessary part of a bodyman's tool kit! Heavy leather, with a high cuff is best.

EQUIPMENT:

For our purposes, we will consider "equipment" as being either large expensive items, or tools that require air or electricity to drive them.

WELDING EQUIPMENT - An oxy-acetylene outfit is an invaluable piece of equipment. It can be used for welding, brazing, loading, cutting, and heating to make straightening easier. A variety of tips are available for different uses & different weight metals.

Arc welders are not as useful in bodywork, other than for welding of heavy frame or structural members. Sheet metal can be arc welded, but requires a degree of skill possessed by very few.

AIR COMPRESSOR - The most efficient, fastest working body tools are air driven. Most bodymen would consider the availability of compressed air essential for almost everything from cutting, to finish spray painting. For home use, a 1 to 3 horse power unit is sufficient, although a 1 horse unit will be marginal for continuous operation of most high volume air tools. Have the compressor fitted with a good pressure regulator / filter unit.

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BODY WORK (CONTINUED)

unit. The regulator provides infinite adjustment of air pressure while the filter removes oil & water from the air; clean, dry air is essential, especially for painting. HINT - Keep in mind, compressor size & CFM (cubic feet per minute) rating when acquiring air tools. Various brands or types of tools will have different CFM requirements. SAND BLASTER - For cleaning badly rusted & pitted areas, nothing can take the place of a sand blaster. It will do the job better & much faster than any other method I know of. A perfectly workable low priced unit is available from Sears.

PORTA-POWER - A porta-power is a hydraulic jack arrangement usually including a variety of extensions & attachments used to straighten badly dented or mis-aligned body panels. A 1½ - 2 ton unit is suitable jobs & the type which pulls as well as pushes is especially useful.

PANEL CUTTER - An air operated panel cutter (or air chisel) is used for cutting out damaged sections of metal or to remove entire panels. A large variety of cutting tools, chisels, hammer heads, or punches are available & are quickly interchangeable.

DISC GRINDER - Disc grinders come in both air & electric versions. The electric being most suitable for grinding large areas, & the air for tight places or badly rippled areas. In an electric grinder, try to choose one that is light weight, & has two speeds, so that it can be used for both grinding & buffing. (3,000 - 4,000 RPM for grinding, 1500 - 2000 RPM for buffing).

In an air grinder, look for low air requirement, reasonable power, & a trigger which varies speed according to position. A variety of back-up pads are available for either type of grinder. I prefer a stiff fiber pad for grinding, & a flexible rubber pad for buffing.

SANDERS:

STRAIGHT LINE SANDERS - This type of air sander has a flat 16" x 23/4" sanding surface, which moves rapidly back & forth. It is great for roughing in plastic & getting surfaces really flat. It is one of the greatest labor saving devices a bodyman can own.

DUAL ACTION SANDER - The D.A. or feather edger is another highly useful labor saving air sander. It has a 5" or 6" round flexible pad to which sanding discs are held with glue. The pad rotates like a disc grinder while the entire pad moves in an orbital pattern. This creates a random sanding pattern which cuts like crazy, is very easy on sandpaper, & seldom shows sanding scratches through the finish, if the proper grit papers are used.

ORBITAL SANDER - The orbital sander (jitterbug or vibrator sander) comes in either electric or air, & has a 3½ x 7" sanding pad which vibrates rapidly in a ¼" - ⅜" orbit. The orbital sander is most useful in taking out heavy scratches in plastic or paint before primer is applied. Having a choice, I will take a DA over an orbital sander every time. The orbital uses paper faster, does not work as quickly, & has a tendency to show scratches through the finish when used for finish sanding.

SPRAY GUNS - For best results with lacquer, you need a high volume production gun (such as the Binks #7). For enamels use a smaller gun (such as Binks #69) with a high degree of paint atomization at the nozzle. In all cases I recommend a siphon feed rather than pressure feed gun. Get one which produces a wide oval shaped pattern with the heaviest concentration of paint at the center. An uneven pattern is disastrous, especially when spraying metallics. With most good spray guns, a variety of tips are available, so my advice is to buy one gun & get nozzle sets suitable for whatever you intend to do.

Small touch up guns are useful for spotting in small areas. I recommend the Binks #15.

An air brush (very small cigar shaped spray gun) is useful for very small touch up operations & for custom painting. My preference is the Paasche type VL-3.

By now, your head must be swimming with dollar signs, but don't overlook the prospect of buying good used tools. Watch the want ads - it is not unusual to find a body shop going out of business, & selling equipment at a fraction of original value.

THANK YOU BILL.

I am sorry to report that Dave Fabyonic was not elected to the CORSA board. I sincerely hope that all of our members cast a vote for Dave.

61 Monza 4 door, excellent condition, no rust, dented left front fender
\$250.00 negotiable.

61 Greenbrier window wagon, 65 engine, rust \$150.00 negotiable.

Ron Shuster - 882-8909