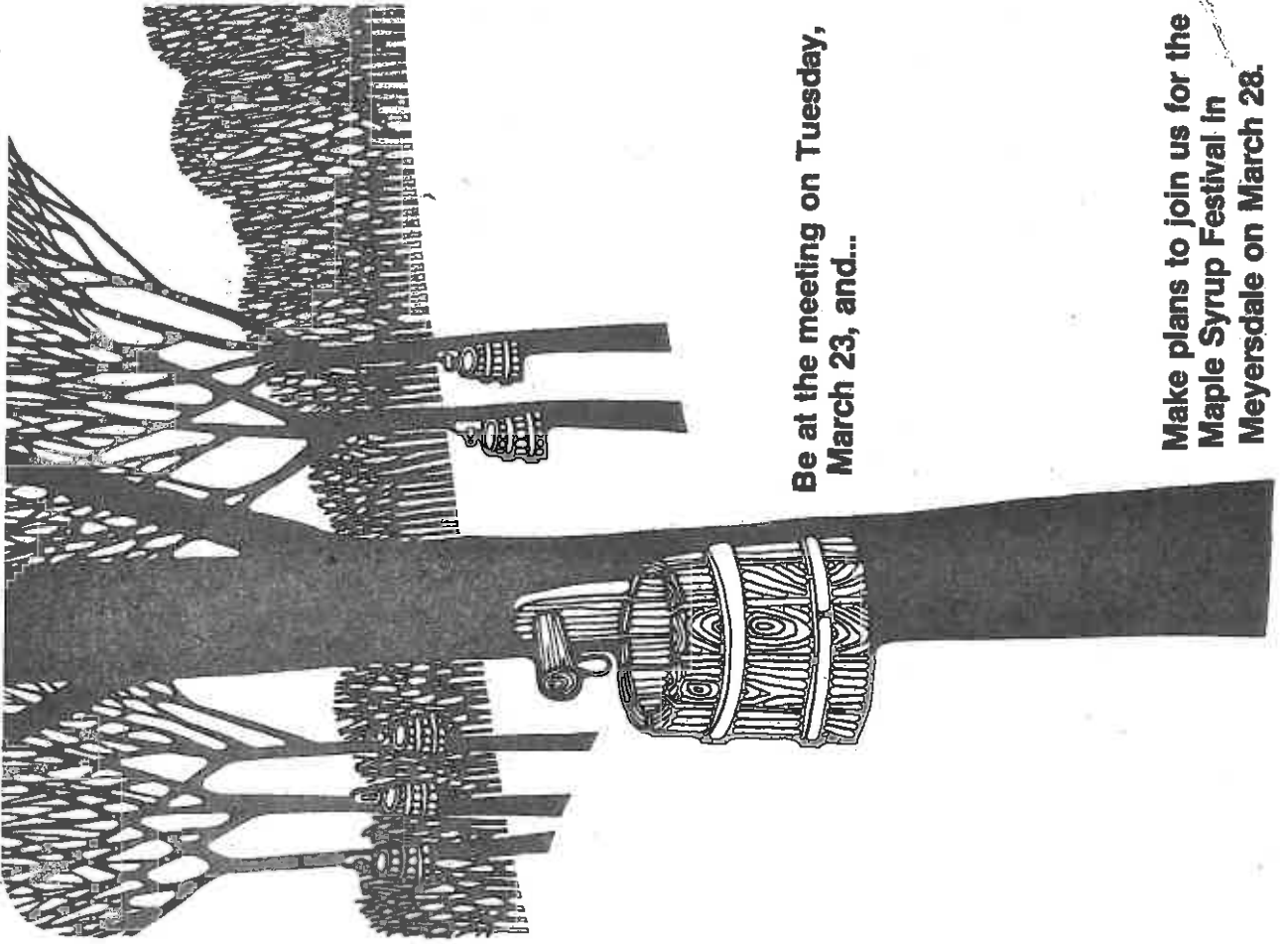


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB MARCH 1982



**Be at the meeting on Tuesday,
March 23, and...**

**Make plans to join us for the
Maple Syrup Festival in
Meyersdale on March 28.**

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. Like all automobile marque clubs of international stature, CORSA, requires all chapter members to also belong to 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 twelve page monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Commuriques".

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 Shepherd Lutheran Church, Monroeville, Pennsylvania

DUES: LOCAL \$9 per calendar year, of 75¢ for each remaining month of the current year. Half price for immediate family. Payable to: WPCC.

CORSA Our charter requires that all WPCC members, also belong to CORSA, our national organization. New members must enclose a completed CORSA application and a check payable to CORSA, Inc. for \$14. If you already belong to CORSA, then send only WPCC information.

MAIL TO: W.P.C.C. c/o Al Friend, 3677 Forbes Trail Dr. Murrysville, PA 15668 (412)325-2588

NAME _____ AGE _____ OCCUPATION _____ PHONE _____
 ADDRESS _____ ZIP _____ DATE _____
 CORSA MEMBER? YES NO CORVAIRES OWNED, YR.: MODEL _____
 RECOMMENDED BY _____ AMOUNT PAID _____ OTHER CAR CLUBS _____
 OTHER INFORMATION: _____

This Months Event — Meyersdale Maple Syrup Festival — Sunday, March 28

Celebrate the arrival of spring in Meyersdale with the whole family at the Maple Syrup Festival. Archie and Alice Miller are planning coordinators for this trip on Sunday, March 28. Tentative plans call for a 10:00 a.m. departure from Howard Johnson's in Monroeville. We will travel East on the Turnpike to Donegal where we will meet Archie and other members of the Club. Continuing on the Turnpike, we will exit at Somerset and travel South on US 219 to Meyersdale. You'll have the rest of the day to see all the interesting activities and establishments. Of course, the Lions Club will be serving their famous pancake and sausage dinners.

And don't forget the car show. Archie will have entry forms with him at Tuesday's meeting for those who plan to show their Cars. Be at the meeting for any last minute details.

For those who are interested, there will be a parade at 6:00 on Saturday, March, 27. If you would like to be in the parade, you must be registered before 4:30 p.m.

Next Months Event — Mini Concours at Sweets

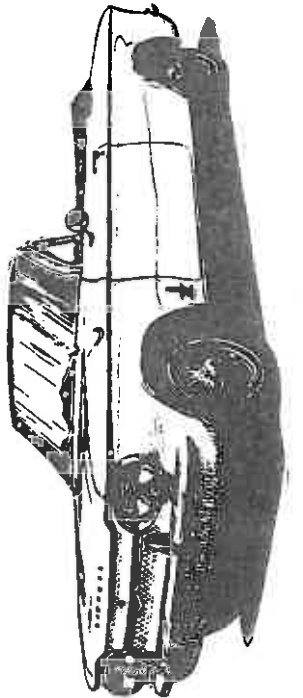
Plan to attend the outing at John Sweets place in April. You'll bring the Vair/s you plan to show in Syracuse, and the membership will gather 'round your labor of love and pick it to pieces so you can tally more points in Salt City. It'll be interesting and fun for everyone. Date and time will probably be settled at Tuesday's meeting.

Another Corvair Lover — Robert B. McCune

Bob McCune is a 73 year old retiree from Westinghouse Management. His first car was a second hand 1927 Moon with a leather bouy. A 1936 standard Chevrolet that cost \$600 was his first new car. After a succession of bigger cars, Bob was introduced to the Corvair in 1961 by a friend who was, and still is in G.M. management. "I purchased his 1961 Monza 'official car', and have been hooked ever since. I believe that G.M. made a serious mistake in abandoning the best compact car ever made", he says. Bob has had three Corvairs that he has loved, and now because of ill health and the inability to work on his '64 coupe, he has decided to sell it. (See "For Sale"....ed.)

Bob, who thinks no one should retire, still keeps pretty active. Since 1973 he has been deeply involved in the Pgh. Suburban East Chapter 828, of the AARP. He has served as president, advisory director, board member and is currently chaplain and tour director.

About WPCC, Bob says: "Although I haven't been able to attend all the meetings, I do enjoy the ones I can attend. I think we have a fine group, and even if I dispose of my Corvair and have only a water-pumper, I intend to stay with WPCC and CORSA, and maintain my love for Corvairs".



Coming Events

Mar. 28 35th Annual Maple Festival at Meyersdale, Pa. Antique car show - noon to 5 PM. Lion's Club pancake house, hobby show, quilt show, horse pulling contest, and bluegrass entertainment.

Apr. 4 Morgantown, W. Va. Antique & Special Interest car show. (304)292-3361 for info.

Apr. 10 Tom Clark classic car auction, Howard Johnson's in Monroeville. 10 AM.

Apr. 15 -18 Spring Carlisle - Carlisle Fairgrounds.

Apr. 22 - 25 Hershey flea mkt. & car corral (717)867-4810.

May 1 Mid - Md. Corvair Club's flea mkt. Key Chevrolet, Frederick, Md. Bernie Becker (301)831-9103.

May 1 - 2 Tri - State Corvair's 7th annual swap meet & concourse. Bryan, Ohio. See Communiques.

May 15 -16 Third annual Virginia Vair Fair, Waynesboro, Va. See Communiques.

Five years ago in the Journal

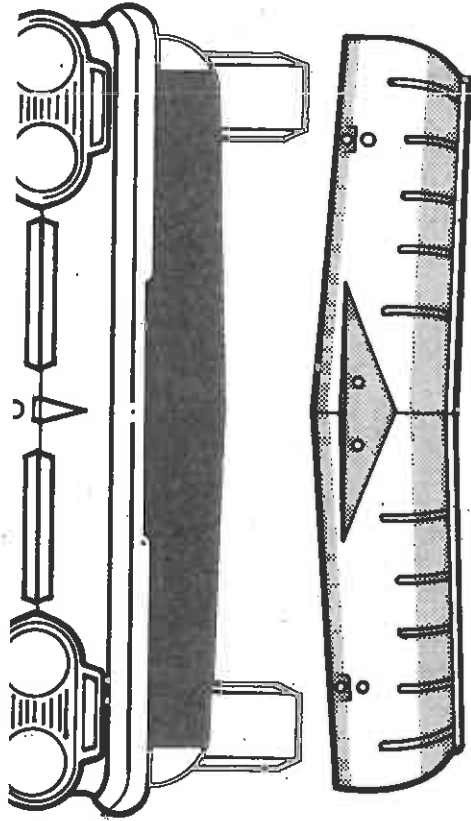
Our meeting was to be held at Devereaux Chevrolet in Freeport, where so many meetings were held during our early years. A synthetic oil seminar was planned for the meeting. Eight Vair loads of crazies participated in the "Last Annual Frost Across convoy, and Wayne Jones opened a big box full of WPCC newsletter binders. Early sales were brisk! Two shopping malls were requesting WPCC Corvairs to be displayed. The Zenobia Shriners agreed to attend Steel City Concours II, with their beautiful red, white, and blue Vairs. A thankyou letter from Bill Haney of eastern Pa. thanked members of WPCC for getting him back on the road after his van broke down near Johnstown. Finally, some guy named DeLorean was planning to build a stainless steel Corvair imitation and sell it for \$10,000!!!!!!

Convair Repair Panels '60 - '64

Walt Matenkosky says he can have delivery from stock on all listed parts, every Friday in Latrobe. Prices were effective November 23, 1981, and do not include freight. When ordering, please specify left or right side.

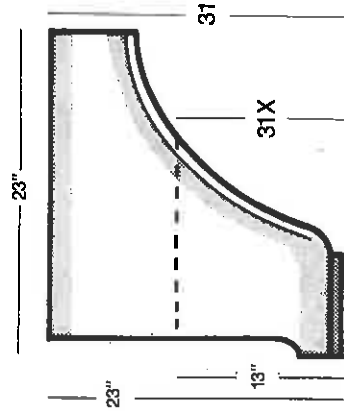
Contact Walt at: 537-3355 days • 537-8922 nights and weekends.

FRONT GRAVEL DEFLECTOR (below front bumper)



GD-8...\$26.45

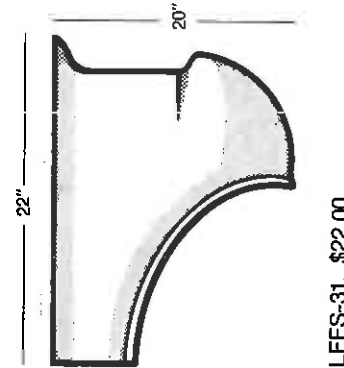
REAR SECTION OF FRONT FENDER



LRFF-31...\$22.00

LRFF-31X (lower tip only)...\$14.61

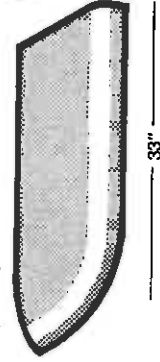
FRONT SECTION OF FRONT FENDER



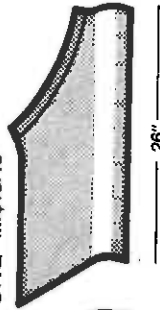
LFFS-31...\$22.00

TOP REAR FENDER (all models)

URQ-3...\$16.15



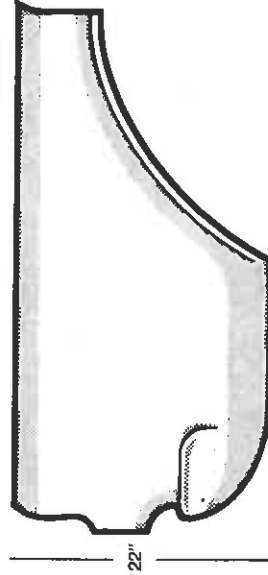
URQ-4...\$16.15



Repairs top of rear fender from tail light forward to rear window opening.

SIDE REAR FENDER (4-dr only)

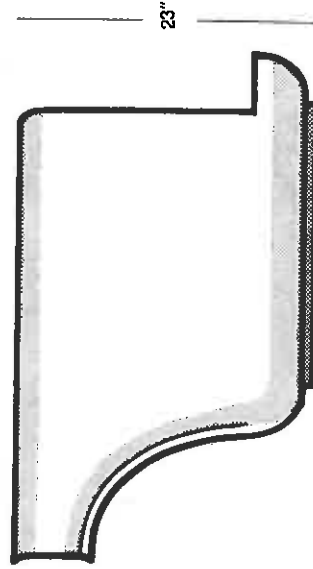
50 inch



RFP-74B...\$36.80

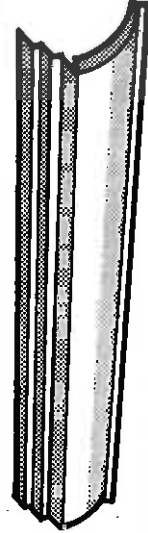
SIDE REAR FENDER (2-dr only)

43 inch



OPFS-41...\$35.30

ROCKER PANELS



RP-73C...\$11.90 All 2-dr Quick On

Corvair Corsa Spyder

Chevrolet's mid-'60s turbocar

By John L. Matras

Conceived in the midst of Eisenhower's orthodoxy and reared in Kennedy's conformist Camelot, the Chevrolet Corvair was GM's initial venture into the unconventional. No one expected such a car from Detroit, and by common knowledge, it should never have been built in the first place. Big companies generally are not known for their innovative tendencies, yet somehow Chevrolet managed to mass-produce the Corvair: A car with an air-cooled and horizontally opposed engine in the rear and fully independent suspension at each wheel. Never before had a car with these specs been built in this country. Nor has it been done since.

What makes the whole thing even harder to comprehend, and what makes the responsible engineers seem even more audacious, is that the Corvair originally was intended to be an economy car. Introduced as a 1960 model, it was Chevy's lead card in the compact car match of the early '60s.

Despite its rather dull origins, the Corvair developed quite a following in its maiden year. Even the European sports car crowd accepted the little rear-driver, something no Rambler was ever capable of. And so General Motors, ever on the lookout for a good opportunity, began seeking ways to improve the original design. To them, at least at that time, improvement meant more power.

Improvement came the very next year. In the form of a Corvair show car GM commissioned TRW to develop. TRW provided a turbo-charger for the car which boosted horsepower of the base flat-six from 80 to 150 HP. Chevy took the car and ran back to the factory, from which soon issued the 1962 Spyder. It was in April of that year that the first 150-HP econobox hit the streets. The Spyder came with the TRW turbo and a single-throat Carter YH side-draft carburetor on the 140-CID motor. Special accommodations for the blower unit had to be made. Among these were improved exhaust valves and guides, a special cam and a new 8:1 compression ratio. Spark retard under boost was used to inhibit detonation.

This car was the top of the Corvair line until 1965, when Chevy made some dramatic handling and styling changes in the original design. A swoopy, rounded look replaced the original boxy design and the ponderous swing axle was jettisoned

in favor of the Corvette-type transverse-link rear suspension. Nor was the powerplant ignored. By improving the turbo and employing a carb with larger venturi, the engineers boosted horsepower of the Spyder engine up to 180. [Displacement had been increased to 164-CID a year earlier with no increase in power.]

As if this development weren't enough, the Corvair reached its apogee in 1966. Although the engine remained unchanged, a new performance package was added to the car's option list. This was the RPO Z 17 option, which gave faster and more precise three-turns-lock-to-lock steering along with a flatter-cornering heavy duty suspension.

It was a '66 Spyder that AutoWeek drove recently, a Corsa convertible owned and restored by Mark Himmlund of McLean, Va. Mark acquired the Corvair in 1977 in relatively good condition. With only 23,000 honest miles on the odometer, the only visible damage was minor sheet metal crinkling to the left rear fender. Nevertheless, Mark examined the entire car very painstakingly, refitting and refurbishing where necessary. Most components, including the engine (which was balanced and rebuilt), Mark left stock.

In its original trim, the car came fully optioned, and its window sticker might well have been a Xerox of the option book. In addition to the Z 17 steering/suspension option—which surprisingly was not included on all Spydars—Mark's Corvair has the Corsa package: Tach, redlined at 5,700, vacuum/boost gauge calibrated in inches of mercury, cylinder head temperature gauge, clock, trip meter, and . . . a speedo reading all the way up to 140 MPH. Other options included on the car are a wood-rimmed steering wheel mounted on a reach-adjustable steering column, an oil bath primary air cleaner, dubbed the "desert package," head rests, AM/FM radio and a power top. Mark made only a few changes in the original setup, among these being the substitution of 14x6-inch '67 Pontiac GTO wheels (fitted, of course, with Chevrolet center caps) for the original 14x5½-inch rims. On these replacement wheels Mark fitted FR60 Goodyear GT radials.

After its meteoric rise from its economy car beginnings, the Corvair went on to a hasty and rather unexpected demise after Ralph Nader discovered some alleged handling problems. The flat-six fell victim to the V-8, the Spyder option disappeared after 1966, and the last Corvair ever rolled off the assembly line in 1969. Born in an era of economy, the nonconformist car died in the age of Aquarius.

AutoWeek February 15, 1982

Chrome detailing, the Hurst shift handle and black crinkle paint with bright metal highlights on the dash complete the modifications.

So what is this 16-year-old like? How does it feel almost two decades after its inception? Quite nice, to both questions. The driver and front seat passenger have room to spare, although the back seat is purely vestigial, nothing more than a cursory nod to the family parson. After all, the ragtop has to be stowed somewhere. The floor is entirely without a transmission hump, Chevy's not-so-subtle way of advertising its rear-mounted engine. For the uninitiated, this planar surface is unsettling, as the pedals and four-speed stick seem to sprout like cornstalks from nowhere. The steering wheel is more than adequate for a car of its size, looking as if its large-diameter circle might be more at home in a semi rig.

This is it. Key in the dash, fire up the engine. From somewhere in the back emanate sounds of the air-cooled engine. There is no whine from the turbo. The shifter feels heavy going into gear, and the steering follows suit. Now the reason for the massive steering wheel becomes apparent. The ride is firm, but contrary to expectations, the Corvair proves to be no toss-about car. Instead, one has to plan and plant it, deliberately, and let the suspension do the rest. The Corvair handles if manhandled.

It's just too bad that the seats aren't up to par with the car's cornering power. They are from a period before the enlightenment, having the contour of a roadstool and the alpperness of someone who owes you money. One is persuaded to buckle up immediately, if only to prevent sliding off the seat in mid-turn.

Once the turbo lag is out of the way, the boost comes on in a very civilized manner, with power becoming more and more palpable as the revs clip toward the line. With the boost up, the 2,600-pound Corvair performs admirably. One complaint, however, is that with the boost on there is often the unmistakable smell of gasoline. Mark claims this is not uncommon with Spydars. Himmund. Well, at least no one will dare smoke in the cockpit.

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A Nice Day in New Bethlehem

On behalf of the board members and others in attendance at their lovely home last month, I would like to thank Isadore and Shirley Krouse for a nice afternoon of business, pleasure and good food. Thank you!

Another Nice Gesture

Inspired by Vaun Hamlin's generosity, member Roger Schmidt included an extra \$10 with his dues, to be donated to the Good Shepherd Lutheran Church in appreciation for allowing us to meet there.

HELP!

If the Journal is to continue as it has in the past, I'll need your help. I'll need news! If you have something of interest or benefit to the members of this Club, please let me know about it by phone or letter. It should relate to Corvairs such as the letter from Michael Demeter, or be about your love affair with Corvairs, like the one from Bob McCune. (You'll notice I've changed "Member of the Month" to "Another Corvair Lover"). Maybe you have a suggestion, an idea or even a gripe. (I hope there won't be many of those).

Another thing...if you can, come to a meeting or go on an outing. I know you'll have a good time with a nice bunch of people.

My address is: Charles J. Lucas
236 Marigold St.
Munhall, PA 15120
Phone (412) 462-6735

Points or Counterpoints

Until recently Michael Demeter of Lemont Furnace was experiencing difficulty finding Corvair contact points. He now passes on this tid-bit of information. He says there might be some (like myself, since I haven't had the need since 1968) who do not know that regular Chevy 6-cyl. points also fit Corvairs. Michael has found that one of the large discount department stores sells a "house brand" tune-up kit for two or three dollars. Perhaps someone who knows from experience, can comment on the quality or its absence, from "house brand" kits.

For Sale

64 Monza Cp. 110/auto 46,451 mi. mech. good. Recent Vitons, new plugs, dist. Poor body, excel. interior-blk. Good glass, shaded windshield. Good chrome and bumpers w guards. 7 good tires. \$500 or best offer. Bob McCune (412) 823-8604

64 Monza Cp. Many extra parts, spare engine and transmission, red/black. Dave Lovejoy (412) 563-1190

69 "500" Cp. 41,865 original miles. \$800. Mrs. Audrey Paravati, Pittsburgh (412) 884-7454

From the Editor's Desk

The April issue of Special Interest Autos has an interesting article entitled "Corvairs for the '70's...What Chevy might have built".



Corvair Society of America

Formed in 1969 by and for those who still appreciate the Corvair Automobile
CORSA MEMBERSHIP APPLICATION

(Please Print)

Last Name _____ First _____

Address _____

City _____ State _____ Zip _____

Chapter _____ Chapter No. _____

City _____ State _____ Zip _____

Reason for joining CORSA _____

Activity Interest: _____

Age _____ Phone _____

Occupation _____

CHECK ONE: NEW RENEWAL
RENEWALS

My name and address are correct as printed

Make the following corrections to my name and address:

The following fee schedule includes your subscription to **CORSA COMMUNIQUES**, our monthly publication, for the number of months paid.

- 1 year U.S. membership - \$14
 26 month U.S. membership - \$28
 1 year Canadian membership - \$17
 26 month Canadian membership - \$34
 1 year Overseas membership - \$19
 26 month Overseas membership - \$38
 Museum Fund Donation - \$1
 Racing Fund Donation - \$1
 Family membership - \$1

TOTAL: _____

U.S. FUNDS ONLY
 MAKE CHECK PAYABLE TO
 CORSA, INC.

CORVAIR SOCIETY OF AMERICA, INC.
 P.O. Box 2488
 Pensacola, Fla. 32503

MUSEUM FUND

A museum has been established to protect and preserve Corvair memorabilia. This fund has been established to perpetually finance the museum's growth and development.

RACING FUND

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

DO NOT WRITE IN BOX

Rec'd _____
 Amount _____
 Months _____
 Acct. No. _____
 Expires _____

SURVEY OF CARS OWNED AND INTERESTS

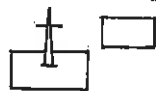
1. I own _____ running Corvairs.
2. I own _____ restorable Corvairs.
3. I own _____ parts Corvairs.
4. I use my Corvairs for:
 - Concours - How Many? _____
 - Daily Use
 - Racing
 - Other _____
5. My main reason for joining CORSA is:
 - Support my hobby
 - Fellowship
 - Increase the value of my investment
 - Magazine - "CORSA COMMUNIQUE"
 - To take part in () local/() national doings
6. What I like to read most in my magazine is:
 - Technical Tips
 - Open Forum
 - Feature Articles
 - Chapter News
 - Convention Information
 - Local meet information
 - CORSA governmental action



158
Western PA. Corvair Club
3677 Forbes Trail Dr.
Murrysville, PA 15668

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

GOOD SHEPHERD
LUTHERAN
CHURCH



OLD WM. PENN HWY.

RT. 48

SCHOOL



PGH.

PARKWAY BY-PASS

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT