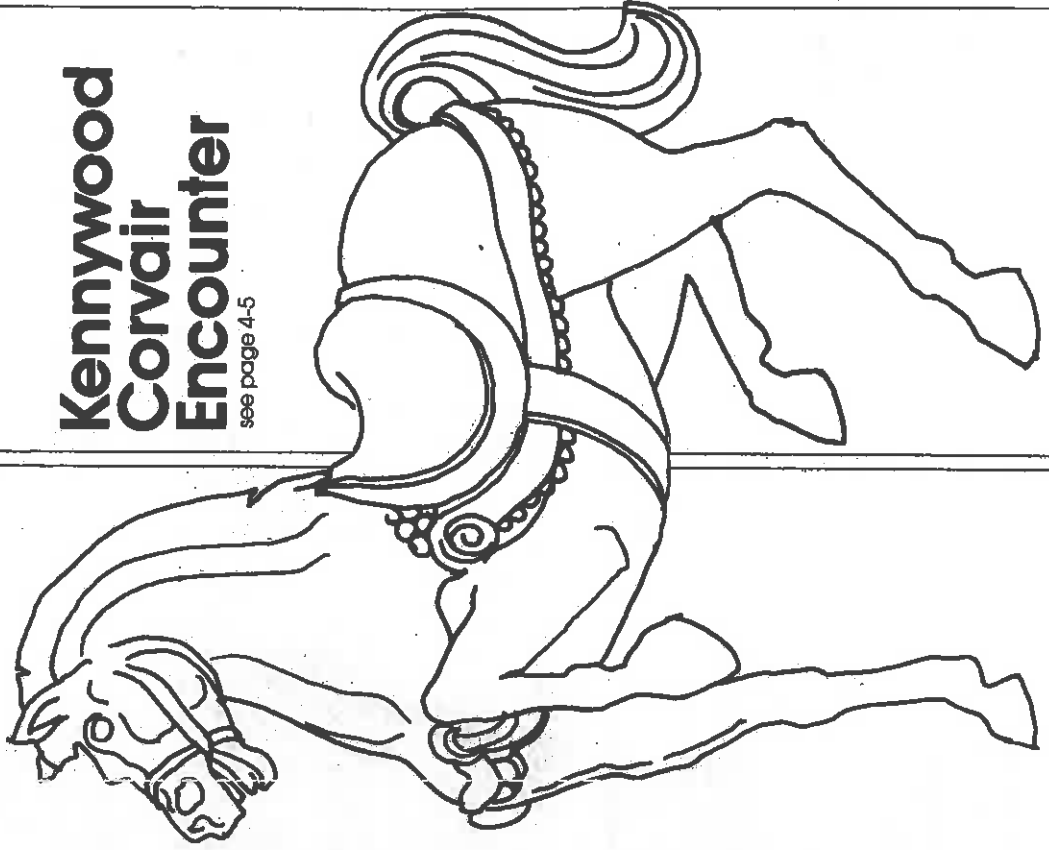


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

JUNE 1983



**Kennywood
Corvair
Encounter**
see page 4-5

Meeting: Tuesday, June 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 Vaire" 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 twice page monthly newsletter, and CORSA provides a beautiful monthly magazine named "The CORSA Communiques".

We would love to welcome you, your family, and your Corvaire into our club. Simply complete the attached application and mail it to Al Friend, WPCC Liaison. Remember, the nicest people drive Corvaire, and "You're Always Ahead With Your Engine Behind." Hope to see you soon.

MEETINGS: The 4th Tuesday of every month, 8 p.m. at the Good 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: _____

Minutes of the WPCC meeting of May 24, 1983

by Sandy Burrows, Secretary

Meeting was called to order at 8:08.

Present were President, Secretary, Treasurer, and Board members B. Ashworth, I. Krouse, C. Friend.

Treasurer's Report - New Balance \$1,012.93.

Secretary's Report - Read and Approved.

Old Business:

Bill Brill reported that the W. V. Wild and Wonderful Hullabaloo (our June event) schedule was printed in the last newsletter.

Jim Lane spoke on the Anchors Away Parade. There were eight Corvaire present and a few had direction problems.

Bill Artzberger reported that Syracuse reservations were passed due, but anyone still interested should contact Dick Spring in Syracuse. Bill also spoke on Kenwood. The plans are finalized with the park:

For 10 dollars you receive free entry into the park and 56 ride tickets. Additional tickets at a discount price will be on sale by the club. One end of preferred parking will be for Corvaire only—these will be paraded through the park at about 4 or 5 o'clock, so have them clean. Ten cars will be on display in the park—call Bill or Wayne if interested. These do not have to be show cars—just clean up your everyday ride! This event has been named the "Corvaire Encounter" (the no show-car show). Bill will be giving out awards! We will have the Pennsylvania Dutch Grove on the 17th. For the out-of-towners—Quality Inn, 15 min. from the park. The rate is \$28.00 plus tax for four in a room. There will be a hospitality suite in the hotel if we have enough out-of-towners Saturday night.

Isadore reported that his son had a great time in the Jimmy Stewart parade.

Don Baker spoke on Nelson Ledges. Five regional members won. There is a 24 hr. race on June 25 for 'stock' cars. Call Don for details.

New Business:

Bob Larison introduced Gene Atkins. Gene had a 65 hardtop and is a potential member.

Jim Lane informed us that another parade was in the works—this one in Canonsburg on July 4th. They will donate 100 dollars to the club if we attend. See Jim if interested. Rich Panizza and Bill Artzberger have already volunteered. Jim says the fireworks are the best around!

Bob Larison received info from Friends of Corvaire on their Oct. 8 & 9; Fun Fest III in New Philadelphia, Ohio. See Bob for info.

Bill Brill spoke on his finding the Milwaukee Corvaire Club show in Racine WI. The club was convinced that he came all the way from Pittsburgh just for their show! Look for Bill in the upcoming Corsa issue. Bill found out that they get paid to show their cars—Discussion on getting paid for mail shows and parades followed.

It was announced that the church is having a Strawberry Festival June 5, so if you're in the neighborhood stop in.

Don Baker reported that there would be the Solo II autocross June 19 at the Green-gate Mall arrive between 10-11.

Bill Artzberger showed a film used by GM to train salesman. For those of you not in attendance you missed a good one! Ask someone who was, about the tank? Meeting adjourned at 9:23.

WANTED DEAD OR ALIVE (at the next meeting) **TOM** (never seen lately) **KRESS - VP.**

WPCC members drive away from Syracuse with 3 Concours Trophies

The June 3-4-5 Mini Convention hosted by the Central New York Convoir Club brought two WPCC members three trophies. Tom Kress took First Place in the Early Modified division and later picked up a Judges Trophy. Isadore Krouse, who no doubt has the plating worn off his trophy by now from caressing it, took First Place in the Late Stock division. Congratulations to both Tom and Isadore for their fine cars.

Bill Artzberger who's been having back problems of late, made the trip to Syracuse in his waterpumper to avoid aggravating his back while shifting gears. At last report, Bill's back was on the mend.

The Prez Says

In the April Journal I said that spring was here. How wrong I was. So far it has not been here for any of our weekends. The next event is in Morgantown West Virginia. Maybe with some luck, the weather will cooperate. The Hillbilly Hulabaloo sounds like a nice weekend, so let's have a nice turnout.

I think this might be a good time to give the ladies a big hand for the refreshments they have been providing for us each month. Many thanks! We appreciate it!

The Nut behind the wheel,
Bob Larson

The Syracuse Recall 1983

by Bill Artzberger

After having been to the National Convention in Syracuse in 1982, some of our WPCC members were compelled to return to the 1983 recall just for the curiosity of seeing if such a tremendous event could be duplicated. And it was! The magnitude was less, but the efficiency and clockwork of the complete operation was again duplicated to the exact degree. There is not enough that can be written to compliment the Syracuse Club for their exceptional event.

WPCC had a fairly good attendance with newcomers: the Bachmans, the Kress's, the Krouses, the Sweets, Al Friend, and the Artzbergers. Rain dampened part of the Saturday morning Concourse but the Hot Tub and pool substituted. (Bill Brill was conspicuously missed in the Hot Tub!) The Happy Hour at the Hoodledasher Lounge more than made up for any other weather oriented inconveniences. By early afternoon the weather again cooperated and all was well.

The evening entertainment and barbecue was attended by almost everyone. As usual (or are we bragging?) WPCC took its share of the hardware. Isadore Krouse won 1st Place (Late Stock). Tom Kress won 1st Place (Early Modified) and Best Custom. Judges Choice. Dick Harris, who now owns the Artzberger 1969 Conv. "Green Machine" won 1st Place Late Modified and Best of Show.

The shopping tour for the ladies was very well attended as was all other scheduled events. To phrase an old cliché, "A good time was had by all."

Rust Treatment

by Vaughn Hamlin

Locktite, a name that all mechanics know very well, has a product on the market which does miracles, and at a nominal cost. When EXTEND is applied, usually by brush, (but it can be sprayed) over rusted metal, it turns the rust black, and contains a latex base primer, which leaves a paintable surface. Tests show the product on one half of a small sheet of metal, and the other half, untouched, is rusty. The metal is given a severe test, and after a period of eighteen months, the unprotected end is approximately half eaten away by rust, while the protected end remains unchanged, although it was not painted.

Rusty car parts, after scraping off the loose rust, can be made paintable, just by applying Extend. The same results can happen to that rusty porch railing, metal outside furniture, etc.

The product is available in forms ranging from a small bottle to a gallon, at Hamlin's Kirwan Heights, Industrial Manor, Mayer Street, Bridgeville. If you have any questions relating to rusty metal, call Vaughn Hamlin...221-2100.

Material for Publication

Articles, "for sales" etc. that you wish to have published in the Journal should be sent to arrive on or before the 5th of the month before publication to:

Vair Street Journal
Charles J. Lucas
236 Marigold Street
Munhall, PA 15120

Fuel Tank Talk

From the Central Pa. C.C. Newsletter

Recently when restoring my 1960 Convoir, I found that gasoline tanks for that year are not available anymore. The solution was to repair the old one and coat it on the inside with Clark's "C SEAL" Gas Tank Sealer. One quart will seal two gas tanks and does an excellent job.

Now that the gas tank will outlast the car, what do I do about condensation gathering in the gas tank, and stale gasoline when the car is stored for months at a time or from one season until the next. I have concluded that some type of a drain would be beneficial to get rid of the accumulated water and old gas prior to filling the tank with fresh gasoline.

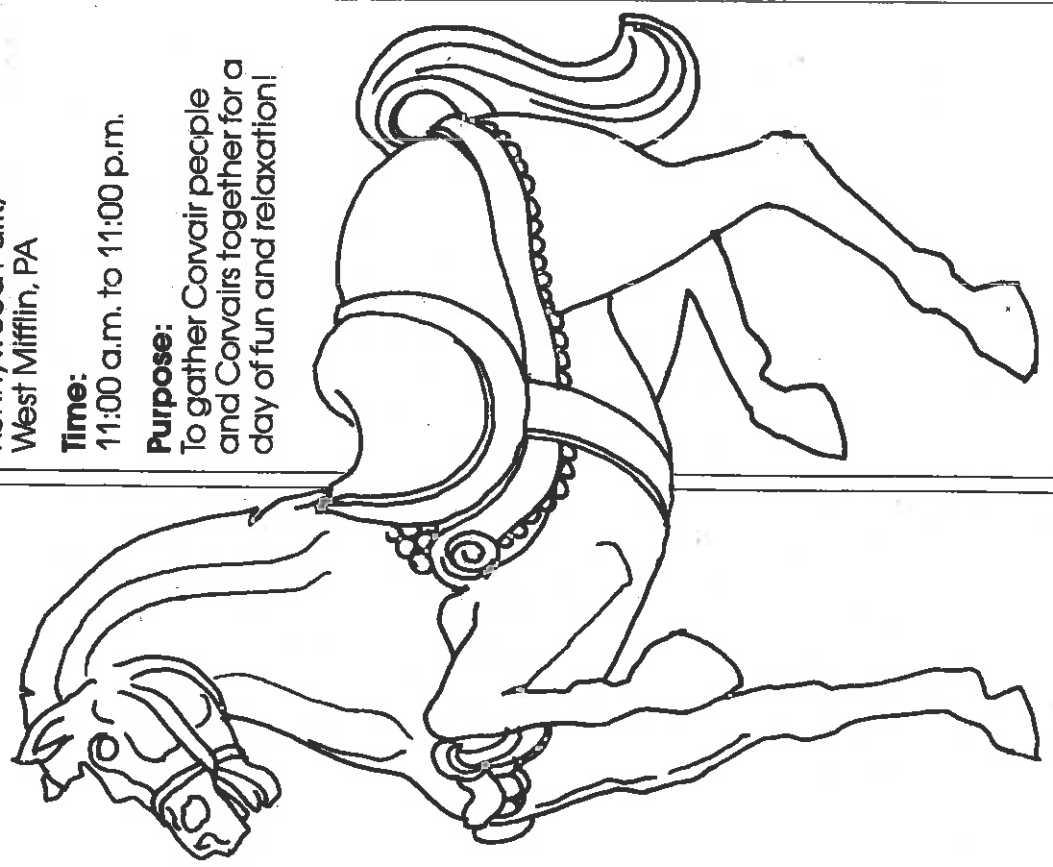
As long as I already had the gas tank off the car, I proceeded to install a drain plug designed to be installed on the oil pan of an automatic transmission. The type I used was purchased from J.C. Whitney Co. It required drilling a ½ inch hole at the lowest point on the tank and installing a lock nut on the inside of the tank which can be reached through the hole where the gas guage sending unit is installed.

K Mart has a similar unit which is self threading and can be screwed into a pilot hole and epoxied in place while the gas tank is still mounted on the car.

Just remove the small brass plug to drain the gas tank and replace before filling with fresh gas.

Kennywood Corvair Encounter

Date: July 17, 1983
Place: Kennywood Park, West Mifflin, PA
Time: 11:00 a.m. to 11:00 p.m.
Purpose: To gather Corvair people and Corvairs together for a day of fun and relaxation!



This affair boasts no Concours, no Rally, no Gymkhanna, no Slalom and no Banquet. Fun and relaxation are the order of the day, along with a hilarious club roll-call.

There will be live entertainment, circus acts and amusement rides. Snack or dine in the park or bring a picnic basket. The Pennsylvania Dutch Pavillion is ours for the day.

The Grand Finale will be a giant Corvair Parade through the park at 4:00 p.m. Surprise awards will be given.

Mail \$10.00 pre-registration fee to:

Wayne and Judy Jones
 3205 Bel Air Drive
 Pittsburgh, PA 15 227
 (412) 882-2109

\$10.00 fee includes family entrance into the park, 56 ride tickets (average three tickets per ride) plus parking your Corvair free inside the park in lot #1, adjacent to the Lazer Loop. More ride tickets will be available at discount rates.

Name _____
 Address _____
 City/State/Zip _____

Registration must be received before July 3 deadline!

Vair Jack Update

From the Canadian Corvair Enthusiasts

Recently, I had the experience of a stock Corvair jack breaking apart while I was jacking up a late model to change a flat tire. This jack is good enough to be used for a doorstop, but not for raising a car. Any original jack is about to give up, since they usually have been used beyond usefulness.

Changing a flat tire can occur frequently, and this situation can become dangerous. I have found two alternatives to this problem. If you wish to refit the original scissor type jack, then one out of a late model Chrysler is larger, a little more stable, and are included in Cordobas and LeBarons.

Another alternative and one that I feel is the safest, is to acquire the jack assembly type used in '81-'82 Chevilles. I'm sure that other GM body styles will have that type of jack, however I know the Chevelle has one for sure. This jack uses the scissor type method of jacking the car, but utilizes the ratchet type assembly to operate while laying horizontally on the ground. The jack has two large pads that support it on the ground and make it very stable. The jack is perfect for the Corvair including the trucks, but requires a small modification to use on the Corvair. The pad that contacts the body crossmembers is a large six inch pad with a bump in the middle to fit into the frame of the Chevelle. Since this will not fit the Corvair crossmember, modification is necessary and easily done. The change will require having some kind of pad put on the original lifting pad on the jack, or just exchanging the two, one for the

other. The new pad could be made by someone with welding equipment or you could make one yourself by bolting one on. This jack requires only six pumps to put a Chevelle in the air high enough, so it will be more than adequate for a Corvair. It is no longer and wider than the original jack so it will have to be stored in the trunk. The benefit however, will more than compensate for the space it takes up. The place to acquire one would be a wrecking yard, as they often buy smashed car for parts, and the same for body shops. I think the dealers will want more than the jack is worth so that source is not economical.

Vair Paint Practices

From the Chicagoland Corvair Enthusiasts

If you've wondered whether your Corvair has been repainted, or wanted to finish a restoration in the factory color, here is the information you need.

To many new-car buyers, the body color is one of the most important option choices to be made, and consequently the car maker is always pursuing current fashion and offering as many color choices as is economically practical. Although Corvairs were fairly spartan in the beginning, there were always over a dozen choices of colors, including two-tones. In the early '60s, two-tone painting was popular, usually with a white or light-colored roof over the main body color. Numerous 500 and 700 models were made this way, but early Manzars were always solid colors; presumably they were too sophisticated for the trendy two-tones. Of the later cars, '65-'69, only the

4-door sedan (both 500 and Monza) could be had in two colors. Special stainless steel trim strips, unique to these cars, separate the colors at the base of the rear roof pillars. (Rare indeed.) Other special paint treatment was bestowed on the Corsas models; the rear cove was always metallic silver, and factory pin-striping was available in 1965.

The paint itself was always acrylic lacquer, as was GM's practice, but the wheels on 1960-64 cars and the body below the bumpers of cars through '62 were finished in enamel for durability. Speaking of wheel color: for 1960, all 500 and 700 models had body color wheels; for 61-64 these models had body color wheels unless full wheel covers and white wall tires (both optional) were ordered, in which case the wheels were black; for 60-64 Manzars, white wall tires had black wheels, and black wall tires had colored wheels; for 65-69 for Manzars, Corsas, and any 500 ordered with full wheel covers had black wheels; 500 models with hub caps had body color wheels. Of course, if the dealer changed the tires or wheel covers, all bets are off. Simple, right?

Finally, the numbers. The paint code appears on the second line of the body ID tag. Two-tones list body color first, then top color; late models name both lower and upper body colors, even if they are the same. Some early cars have codes not listed below. The number or the color name and the model year are all you need to know when shopping for paint. Colors having the same number or name in different years are not necessarily the same.

Knock, Knock...

From the San Diego Corvair Club

First let's redefine **KNOCK** - a sharp metallic noise resulting from uncontrolled combustion. In reality the sound you hear is that of an engine committing suicide. Since none of our cars are headed for the scrap heap we must correct the conditions which cause **KNOCK**; which are:

- **Compression Ratio** - The higher the compression ratio the greater the octane requirements.
- **Temperature** - The higher the air or engine temperature the greater the octane requirements.
- **Altitude** - The lower the altitude the greater the octane requirement.
- **Humidity** - The lower the humidity the greater the octane requirements.
- **Carburetor Setting** - The leaner the carburetor the greater the octane requirements.
- **Spark Timing** - The more advance the spark the greater the octane requirements.
- **Method of Driving** - Full throttle (heavy loads) the greater the octane requirements.

As you can see from the above list of factors you must **make changes** to use low octane gasoline.

Parts for Sale

Engines from 90 HP to 140 HP, most years. 4-Speed and automatic transmissions, most years. Doors, hoods, deck lids, gas tanks, good crossmembers complete with tie rods and brake backing plates, steering boxes, CORSA dashes, oil filters, shocks — early and late model, starters, alternators, bumpers, master cylinders, wheel cylinders, brake drums and most brake repair parts, wiring harnesses, tail light lenses from '60 to '69, early model rear wheel bearings, clutches, flywheels, pressure plates, torque converters, harmonic balancers, camshafts, crankshafts, pistons, rings, bearings, cylinders, heads, 90 HP to 140 HP, turbo parts, oil coolers, mag fan blades, distributors, coils, bell housings, carburetors, all viton seals, and hundreds of misc. and necessary parts for your Corvair. All priced below current climbing prices. Phone for your needs.

**Wayne Jones (412) 882-2109 or
Bill Artzberger (412) 364-6842**

**SPECIAL THIS MONTH...EARLY
MODEL REAR WHEEL BEARINGS,
\$75.00 FOR A PAIR. PRESENT PRICES
FROM OTHER SOURCES ARE AS
HIGH AS \$75.00 EACH!!!**

Corvair Parts

Ton of parts for sale cheap. If not sold, they will go to the crusher at the end of July.

**Ken Good
Jeanette, PA
(412) 523-4710**

For Sale

1963 Monza Spyder
4-speed. Turquoise blue with turquoise blue interior and white top. Five wire wheels. Inside, outside, engine, undercarriage... Concours.
Tom Nara
(412) 788-6083 days.

1964 Monza Coupe
Very sound body (Texas car), 69 engine with 100,000 miles. Good exterior, good interior.
Rich Panizza 221-3365

1965 Monza Sedan
110 Auto., Gray/Black.
26,000 original miles. Solid body, runs well, needs new paint. \$675

1966 Monza Coupe
110 Auto., Blue/Black.
86,000 original miles. Good body, runs well. \$425
Allen Garland (412) 295-2450
(Freeport area)

1967 Corvair
27,000 miles. \$1,750
734-1788

1968 Corvair
21,000 miles. \$2,000 or best offer.
276-5511

140 engine
With or without car. Best offer.
John Mikus 276-4532 (Carnegie)

Wanted

Headliner for 1969 Corvair.
Larry Davis
823-1246



Corvair Society of America

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

CORSA MEMBERSHIP APPLICATION

CHECK ONE: NEW RENEWAL

RENEWALS

My name and address are correct as printed

Make the following corrections to my name and address:

(Please Print) Last Name _____ First _____

Address _____

City _____ State _____ Zip _____

Chapter _____ Chapter No. _____

City _____ State _____ Zip _____

Reason for joining CORSA _____

Activity Interest: _____

Age _____ Phone _____

Occupation _____

The following fee schedule includes your subscription to **CORSA COMMUNIQUE**, 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 - \$36
- 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.
2606 Gross Point Road
Evanston, IL 60201
(312) 475-7530

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

- I own _____ running Corvairs.
- I own _____ restorable Corvairs.
- I own _____ parts Corvairs.
- 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



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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.

SCHOOL



RT. 48

PGH.

PARKWAY BY-PASS

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT