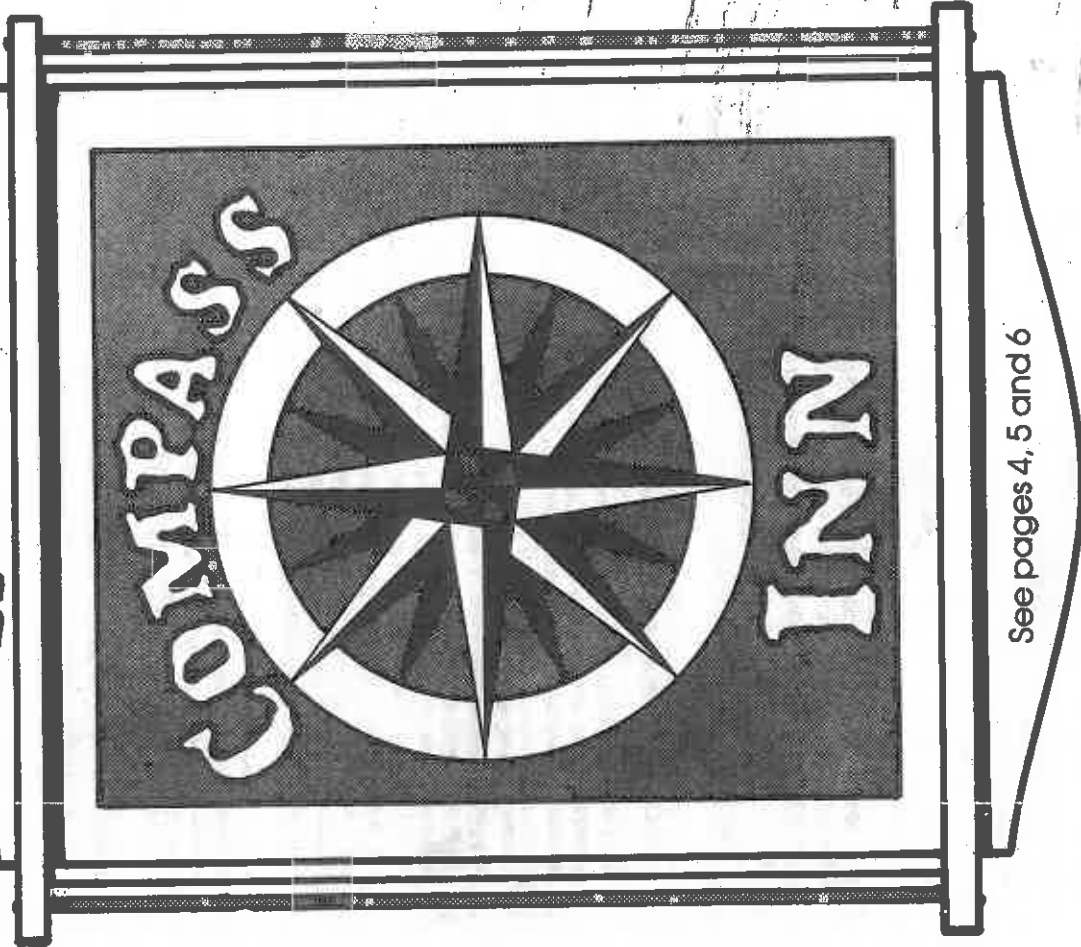


# THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

SEPTEMBER 1983

17 99



See pages 4, 5 and 6

Meeting: Tuesday, September 27

# 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 twelve 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 75c 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 15666 (412)325-2588

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

# Minutes of the WPCC meeting of August 23, 1983

by Sandy Burrows, Secretary

The meeting was called to order at 8:13.

Present were President, V. President, Secretary, Treasurer, and Board Members, B. Ashworth, H. Horn and C. Friend.

Treasurer's Report: Read and approved. New balance \$871.76.

Secretary's Report: Read and approved.

## OLD BUSINESS:

Bob Larison has literature on Corvaire Days. Four cars are already going. Contact Bob or Bill Artzberger for details.

Bob also spoke on the Mahoning Dam trip. There is a fish farm in the state game lands.

Bob also reported that Isadore suffered a slight stroke. He is doing fine now and has even been able to return to work.

Al Friend received a check from Canonsburg. A special thanks goes out to those members who donated their time for the parade: Bill Artzberger, Tom Kress, Patti Kress, Dick Brier, Rich Panizza, Wayne Rockhill, Jackie Bachman, and Jim Lane. Also thanks to all members of the above families that went along for the ride.

## NEW BUSINESS:

Bill Brill received info on a corn roast sponsored by W. W. West Va. Corvaire Club. All interested were asked to call in their reservations. The event is Sun., Sept. 11.

Raffle tickets were received from the W. Florida Corvaire Club, for free motel accommodations during their March event. These were quickly bought by those in attendance.

Al Friend spoke on his upcoming October event - the tour of the Compass Inn. The trip might be changed to incorporate a trip to the now famous Packsaddle Covered Bridge to see the autumn leaves.

Al also spoke on his trip to the National. The RED LION INN was the nicest hotel he was ever in. Seattle was beautiful. Movies were taken to be shown at our December holiday party. It was rumored that Carol loved the trip - especially the helicopter ride tour of Mt. St. Helens. They even rode in a steam engine boat.

Tom Kress spoke on an upcoming autocross - The Autumn Leaf Autocross set for Sept. 25 in North Park rain or shine. See Tom for details.

Bill Brill spoke on a small excursion the West Va. club is having on Oct. 9 - this will be a rock and cavern tour. Phone (304) 366-5532 for details.

Bob Larison spoke on our Sept. 24 event - the Lock and Dam Tour. We have a deposit so try and come.

A welcome to new members: Bob and Donna Shook from Monroeville, Jon Smith from E. Liberty - 61 Monza and Dale Smith and his wife who joined at Kenneywood - (63 Monza Convertible).

Lastly Vaun spoke on his trip to the Yorktown '83 car event - The Corvaire Club was a bit unsociable. Not only did they not have car show awards, they also had a meeting and didn't invite Vaun.

Meeting adjourned at 9:21

50/50 won by Bill Brill

## We relive our past through cars

By Jeff Levine  
USA TODAY  
THURSDAY, AUGUST 18, 1983

It was September 1954. President Eisenhower had just signed the Communist Control Act, the New York Giants were about to win the World Series and a happy family with a father who always knew best was on the fall TV schedule.

Onto the floors of the USA's show-rooms rolled the 1955 Chevrolet Bel Air, heralding a new generation of autos. Goodbye, bulging fenders. Hello, wraparound windshields. And under the hood thrabbed Chevy's first production V-8 engine. Adolescent dreams would never be the same.

Through 1957, almost 4.8 million Chevrolet Bel Airs were sold, a bonanza for General Motors Corp. Now, 28 years later, they are the core of the USA's multimillion-dollar collectible car industry.

The Bel Air, Thunderbird, Mustang, Corvair, Corvette and a garagetful of others are sought by car enthusiasts for their automotive and emotional value. Rarely have love and money blended so well.

Unlike pre-World War II luxury classics, which can cost \$300,000, some specialty cars can be had for less than a nice vacation.

But the purchase price is just the beginning.

If you're the owner of a collectible, said Dave Brownell, editor of *Hemmings Motor News*, the bible of collectible cars with 21,000 subscribers, you're likely to be spending \$2,200 a year on it.

Classic Chevy Club International, a 50,000-member organization dedicated to the 1955 to 1957 Chevy, sold \$2.7 million in remanufactured

parts, upholstery and paint to collectors last year.

And if you want one already "cherry" (in perfect condition), there's O.B. Smith's Classics in Lexington, Ky., where O.B. and his wife, Diana, sell an average of 30 1955 to 1964 specialty Chevrolets a year to buyers from around the USA. Prices range from \$7,500 to \$16,000.

Car club members share technical information through newsletters and magazines, swap meets and car shows.

The 1955 to '57 Chevy, said Danny Howell, editor of *Classic Chevy* is a piece of eternal youth for middle-aged car enthusiasts whose first kiss might have come in the back seat.

"Most of them remember those years, and they were good years," Howell said. "There were no wars going on. It was a real boom time for the United States."

Today, an estimated 240,000 of the Chevy's are still on the road.

If you can find an original, Howell said, "You can easily spend \$10,000 to restore it. It was your blue-collar car, your average American car. Now it's an investment."

The Chevrolet Corvette, whose initial models in 1953 were a pricey \$3,000, always has been an investment. But the USA's only true sports car has collected a loyal following, including the 13,000 members of the National Corvette Owners Assoc.

The owners group welcomes all Corvettes but acknowledges the added attraction and value of the earliest models—which can sell for more than \$30,000—limited-design models like the 1963 split-window coupe and early Stingrays.

Marjorie Price, head of the 8,500-member Classic Thunderbird Club International, calls the T-Bird "a car that becomes a part of your family. It's like a dream to people who were

teen-agers when the car was manufactured. For those who are looking for an investment, the cars have appreciated tremendously."

Of the 53,000 T-Birds built between 1955 and 1957, about 25,000 are still being driven. Their limited numbers have lifted the price for a show-condition car beyond \$20,000.

Although 1955 to 1957 Thunderbirds are the most valued, a second group of T-Bird enthusiasts embraces the larger models through 1966.

Jim Doffling, owner of the Thunderbird Connection of Scottsdale, Ariz., supplies about \$1 million worth of parts to customers around the country.

Doffling, a New York native, has been in business for 15 years in Arizona, where he says the arid weather keeps the 350 cars in his wrecking yard from rusting.

To the unenlightened, the Chevrolet Corvair, built between 1960 and 1969, appears an unlikely candidate for collectors. But for Lou Wall, owner of Corvair Underground in Hillsboro, Ore., "if you really want the only truly unique domestic production car, the Corvair is it."

Despite the charge documented by consumer advocate Ralph Nader that the car's rear suspension system was "unsafe at any speed," Wall, a 32-year old mechanic, has never owned any other automobile.

"It was the first successful production turbocharged car in the world," said Wall, arguing the Corvair's case. "And it was the only (production) rear-engine, air-cooled car built since the '20s in the United States.

When new, the cheapest Corvair cost about \$1,900. Today, the most popular Monza or Corsa convertible can sell for \$6,000.

"It's a car you can still afford to drive," Wall said, "but it's a good collectible. They go up in value all the time. They get good mileage and the parts are cheap."

A car quickly emerging as a star in the specialty market is the Ford Mustang.

"The one that's most popular is the '65 to '66 GT convertible. There are roughly 50,000 of them. I've seen those cars sell from \$9,000 to \$15,000," said Paul McLaughlin, president of the 600-member Mustang Owners Club International. McLaughlin estimated that 200 businesses are selling Mustang parts as the boom continues.

Of the 3 million Mustangs built before Ford introduced the Mustang II in 1974, an estimated 70 percent are still being driven.

"They just had the right proportions," McLaughlin said of the Mustang's appeal. "They talked about the Mustang generation. It was a car that was just right for the time, it's a car that makes a statement."

Car	Number on road Estimate	Original price	Current price Average
Chevrolet 240,000 Bel Air 1955-1957		\$1,888 — \$2,695 —	\$ 3,500 — \$13,000
T-Bird 1955-1957	25,000	\$2,695 — \$3,088	\$16,000 — \$20,000
Corvette 1953	less than 300	\$3,250	\$30,000
Corvair 1960-1969	75,000	\$1,984 — \$2,641	\$1,000 — \$7,000
Mustang 1964-1973	2.1 mill.	\$2,345 — \$3,088	\$ 2,500 — \$12,000

## Parts for Sale

Many early parts for sale: including - 2 engines, transmissions, a gasoline heater, hubcaps, a '64 black coupe interior, and glass. Call with needs.  
John Hicks, Plum Boro, Pa.  
(412) 793-6766.

# Fall foliage tour to Compass Inn & Packsaddle Covered Bridge

by Al Friend

**WHEN** - 12 noon on Sunday Oct. 23.

**FROM** - Westmoreland Mall, Rt. 30, East of Greensburg.

**TO** - Compass Inn in Laughlintown, Pa.

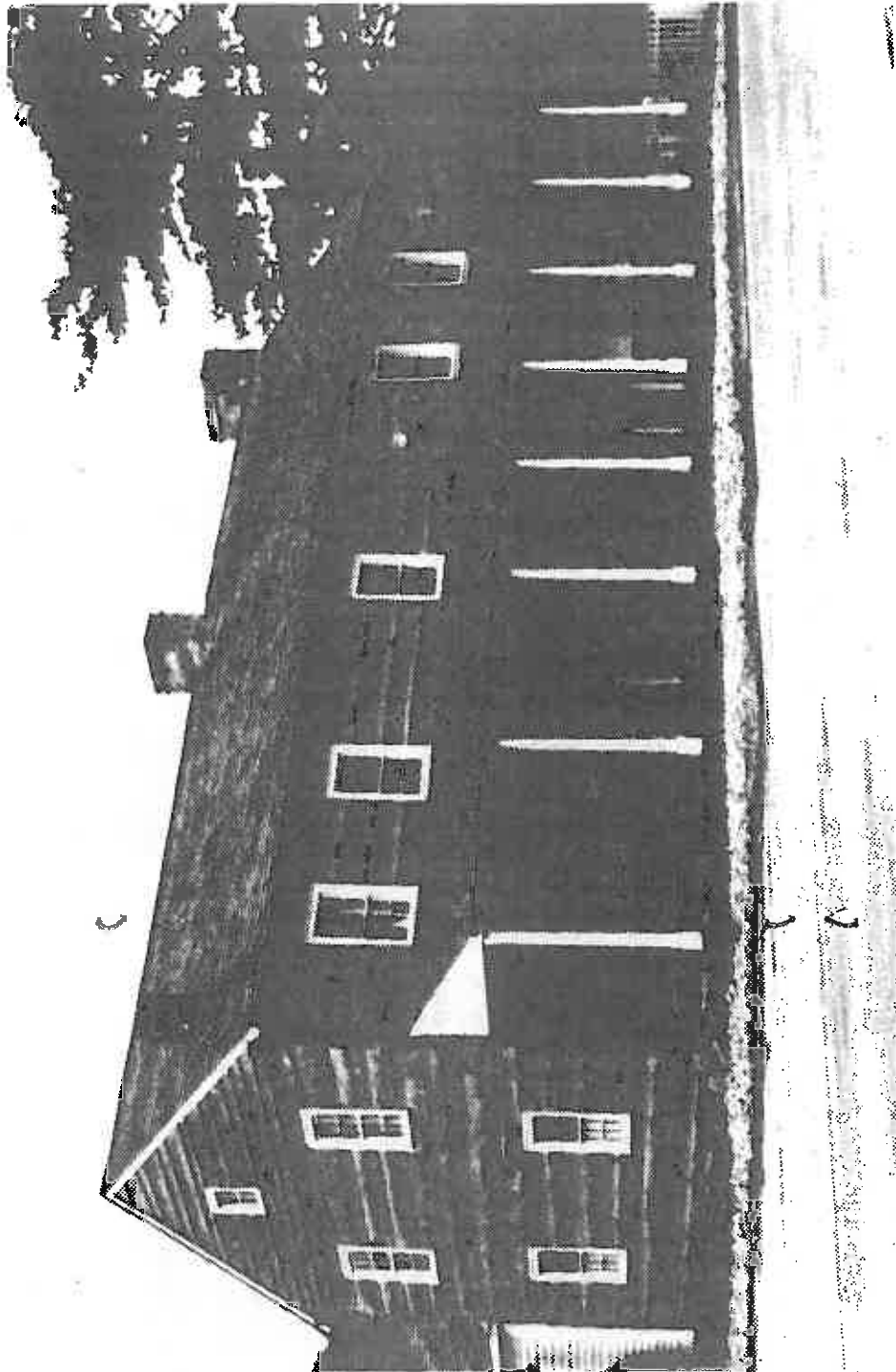
**THEN TO** - Packsaddle covered bridge, east of Somerset.

**FINALLY**- Dinner at Mom's Restaurant near Indian Head.

**CHAIRPERSONS** - Al & Carole Friend.

Our fall foliage tour for '83 should be one to remember for a long, long time. We will roll out of Westmoreland Mall promptly at 12:00 noon, rear engine east on Rt. 30, past historic Fort Ligonier, and on into the delightful community of Laughlintown.

Once in town, the Convair caravan will turn right into the parking lot of a beautifully restored nineteenth century log and stone structure, known since 1804 as the Compass Inn. In the post Revolutionary War period, Laughlintown became an important iron producing town, and the center of commerce in the Ligonier Valley. Wood cutters, ore diggers, and pack train drivers added to the excitement and bustle of the community. But the real impact came from its strategic location at the base of Laurel Mountain (known as "Terrible Mountain to the early wagon masters) on the Pittsburgh & Philadelphia Turnpike.



Your volunteer hostess, dressed in frontier clothing will explain that Benjamin Johnson constructed the first section of the Inn in 1799, from logs of the surrounding forest. He sold the Inn to Robert Armor in 1804. Armor, who first came to the area in 1794 as an agent of President Washington, was from Compassville in Chester County. Armor gave the Inn it's name.

Compass Inn was only one of many fine travelers' stops in Laughlintown. The bustling little community was a welcome stop for travelers from the east who had crossed the mountains, and to travelers from the west, who would rest their teams overnight, prior to the long pull up and over "Terrible Mountain". Excellence of the accommodations in Laugh-

lintown were legend in the pre Civil War period. Pennsylvania built Conestoga Wagons, literally by the thousands, rumbled through the town's main street as America moved west.

However, when the Pennsylvania RR finally conquered the mountains and was completed to Pittsburgh, road traffic plummeted

and the beginning of the Civil War found it down to a trickle. Laughlinton's "day in the sun" lasted for more than half a century.

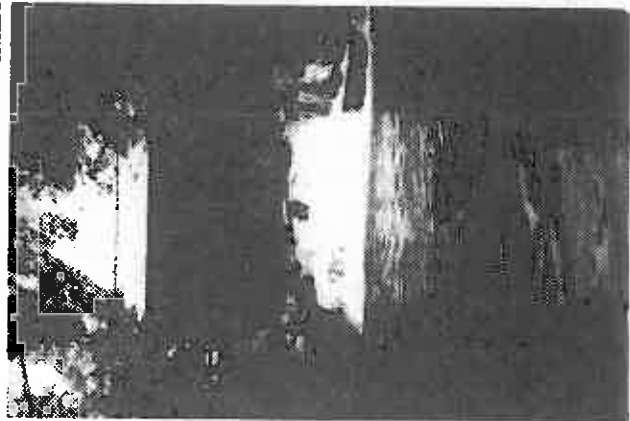
The Inn has hosted many famous Americans including three presidents. Noted guests include Andrew Jackson, William Henry Harrison, Zachary Taylor, Henry Clay and Daniel Webster.

Also included in your guided tour is a fascinating narrated half hour in the old barn behind the Inn. Here you will see some of the finest restored stage coaches, Conestoga wagons and the like, that you will see anywhere. Of very special interest is a rare, perfect, six horse Conestoga wagon harness! You will learn many interesting facts during your visit to the barn; such as why we drive on the right side of the road instead of the left like the rest of the world. You'll also learn where the phrase, "I'll be there with bells on" came from. You'll even find out why Laughlinton is ten miles closer to Greensburg now than it was back then!!!

You are probably thinking that a guided tour back into history like this will cost an arm and a leg! SURPRISE -- The Compass Inn is the best bargain in the Laurel Highlands: Our group rates are Adults - \$1 Children (6-16) - 50¢ Under 6 - Free.

With frontier Americana fresh in our minds, we'll fire up the Vairs for a beautiful cruise through the flaming foliage to beautiful Packsaddle covered bridge in Somerset County. As a special treat, when we leave the Inn, our route will take us up and over the "Terrible Mountain" in the

comfort of our Corvairs. Without a doubt, we will all give a mental tribute to our forefathers who traveled this rugged route on muscle power alone! We will be less than an hour en route to the most beautiful and charming



little red covered bridge that you'll ever see anywhere. It is perched right smack over a waterfall on Bear Run, and will provide one of the best fall picture settings that you could ask for.

After all of this fun and excitement in the fresh mountain air, I have a hunch that we just might build up a bit of an appetite! So, Archie and Alice Miller have arranged for us a stop at Mom's Restaurant near Indian Head. Mom's delicious home cooking is only a half hour from Packsaddle Bridge! See you and your Vair, BEFORE NOON on Sunday, Oct. 23, at Westmoreland Mall.

# Mahoning Dam Tip

by Bill Artzberger

When there's good people and good food, it's not difficult to have a good time. The September event was arranged by Isadore Krouse. It was a dam tour (Not to be mistaken by damn tour!)

Our club was invited to join the AACA Club, Kittanning Region, to tour the Mahoning Flood Control Dam near New Bethlehem, Pa. We met them at a strategic point, (a Dairy Queen) near Rt. 66 and Rt. 28. When our caravan arrived, their club was already waiting with more than 20 specialty interest, antique and classic cars. Most were nearly perfect and one of their 36 classic Packard Phaetons (they had two) would have been valued at more than our entire caravan of Corvairs. But, we don't mind rubbing elbows with the elite... we are still of the opinion that dollar for dollar we have ten times more fun and enjoyment from our Corvairs!!! They admired our cars as much as we did theirs.

To begin the tour, it was arranged to drive through a state pheasant hatchery. If you have never experienced a visit to a hatchery, you'll be amazed at the amount of birds from newly hatched to full grown that are raised there. When they are full grown they are permitted to fly away to make it on their own if the hunters don't get them first!!!

Then it was another beautiful drive thru Pennsylvania Hills for nearly 20 miles to the dam. The Mahoning Dam is a miniature Hoover Dam with the exception that it is not used to generate hydro-electric power. A guide

took several groups of about 20 each down thru the dam and explained its purpose and operation. We walked 196 feet down thru stairways in temperatures of 55°. It was a relief from the heat of the day. The dam is awesome and extremely impressive, in as much as it can hold back more than 9 miles of water at depths of 96 feet.

After the tour, it was time to break open our picnic baskets for a delicious lunch. There was an adjoining park (with real restrooms and running water), plenty of picnic tables and lots of shade from the huge oak trees.

With belles filled the conversation turned to Packards, Chryslers, Lincolns, more MOPARS, and of course, Corvairs. It seems that once again everyone owned one of them sometime previously. Of course, our members still do! Engines were inspected and the tribute's of each car was exploited.

After a very peaceful day of cars and new friends, we began our 80-mile trip back home.

Whenever a trip is described in any newsletter and you weren't there, the writer always tries to make you guilty and feel bad that you missed it. But all we wish to say about the damn Mahoning Dam Trip is: You should have been there, we missed you. There is no need to list the WPCC members who did attend. All that can be said is "The usual activists were there!" And by now we all know who they are.

### New Members

by Al Friend  
**Mrs. Jean Crouch** - Pittsburgh (412) 421-0888. Jean is a 58 year young homemaker who owns a '67, 4-door sedan. She was introduced to WPCC by Dick Breier and has also joined CORSA.

**Bob & Donna Shook**, - Pittsburgh (412) 242-7906. Bob is 34 and works in energy control for Minn. Mining & Mfg. They own a '68 Corvair. Recommended by Bill Artzberger.

**Dale & Ellen Smith** - Pittsburgh (412) 563-4047. Dale is a 36 year old salesman. They own a '63 Monza, have joined CORSA, and were recommended by Wayne Jones. Hey Isadore, they also belong to the Metropolitan Owners Club.

**Dr. John & Mildred Dovey**, - Pittsburgh (Shadyside) (412) 683-5265. John is a 65 year young dentist who owns a '67 Corvair sedan. They are very interested in the Corvair Club and also joined CORSA. They were introduced to both clubs

### For Sale

**'66 Monza convertible**, Maroon/black/with pinstripe. 110/400. 49,000 mi., post-tration, cast aluminum oil pan and valve covers, mag hubcaps, bumper guards, NOS trim. Perfect brake shoes, wheel cylinders, battery, trans, cable, exhaust system, modulator, and a fresh 4-wheel alignment. Crankcase is full of 55/4t. synthetic oil. The best headturner that I have ever owned! \$4000. Price would be \$6000, but it will need some body-work in a few years.  
**Al Friend, (412) 325-2588 after 6:30.**

**1964 Coupe**  
 21,000 original miles. Light blue/white - original waffle seat covers. 110 auto. Can be seen at Exxon Station, Thom and Walnut, Sewickley.  
**John Herbst - Work: 741-5305**  
**Res.: 741-5453.**

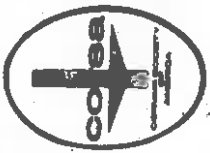
### Parts for Sale

**Corvair Stuff "Blue light specials"**  
 Oil filters (club members only) \$2.50 ea. Sheet metal fender for front drivers side (early model) \$50. Half fender, \$30, for fender cap. 140 HP engine, 40K mi., needs seals only, no carbs, \$200. Box of instruments from 140 Corvair dash, no tack or speedo, \$5 takes it! Viton tube seals, \$8 per set. Front and rear wheel bearings, '65-'69, \$5 per set. Exceptional '65 4-speed with less than 20K, \$75. Several good crossmembers, \$125 ea. Good starters \$35. Good Alternators \$25 ea. Used carburetors, \$10 ea. Early tail light lenses, \$4 ea. Late tail light lenses, \$5 ea. Good ignition coils, \$5 ea.

**Call Wayne Jones 882-2109**  
**Call Bill Artzberger 364-6842**

### New Old Stock

'65-'69 Corvair front, one piece, full rubber mats:  
 1 Fawn  
 2 Red  
 1 White  
 2 Aqua  
 1 '65-'69 Dash Clock  
 1 '66 AM Radio  
 1 '64 AM Radio  
 1 '60-'64 Four-door edge guards  
 1 '65-'69 Four-door edge guards  
 1 Set '66 std. wheel covers  
**John Constantino (412) 295-2575**



# 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 - \$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.  
 2506 Gross Point Road  
 Evanston, IL 60201  
 (312) 475-7330

### 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

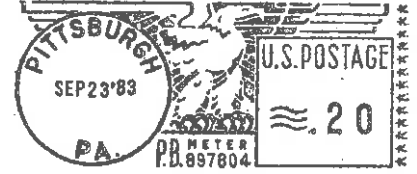
PGH.

BUS. RT 22

MURRYSVILLE

HOWARD  
JOHNSON'S

TURNPIKE  
EXIT



12/31/83

KEY # 75 B

CHARLES J LUCAS  
236 MARIGOLD ST.  
MUNHALL, PA

15120