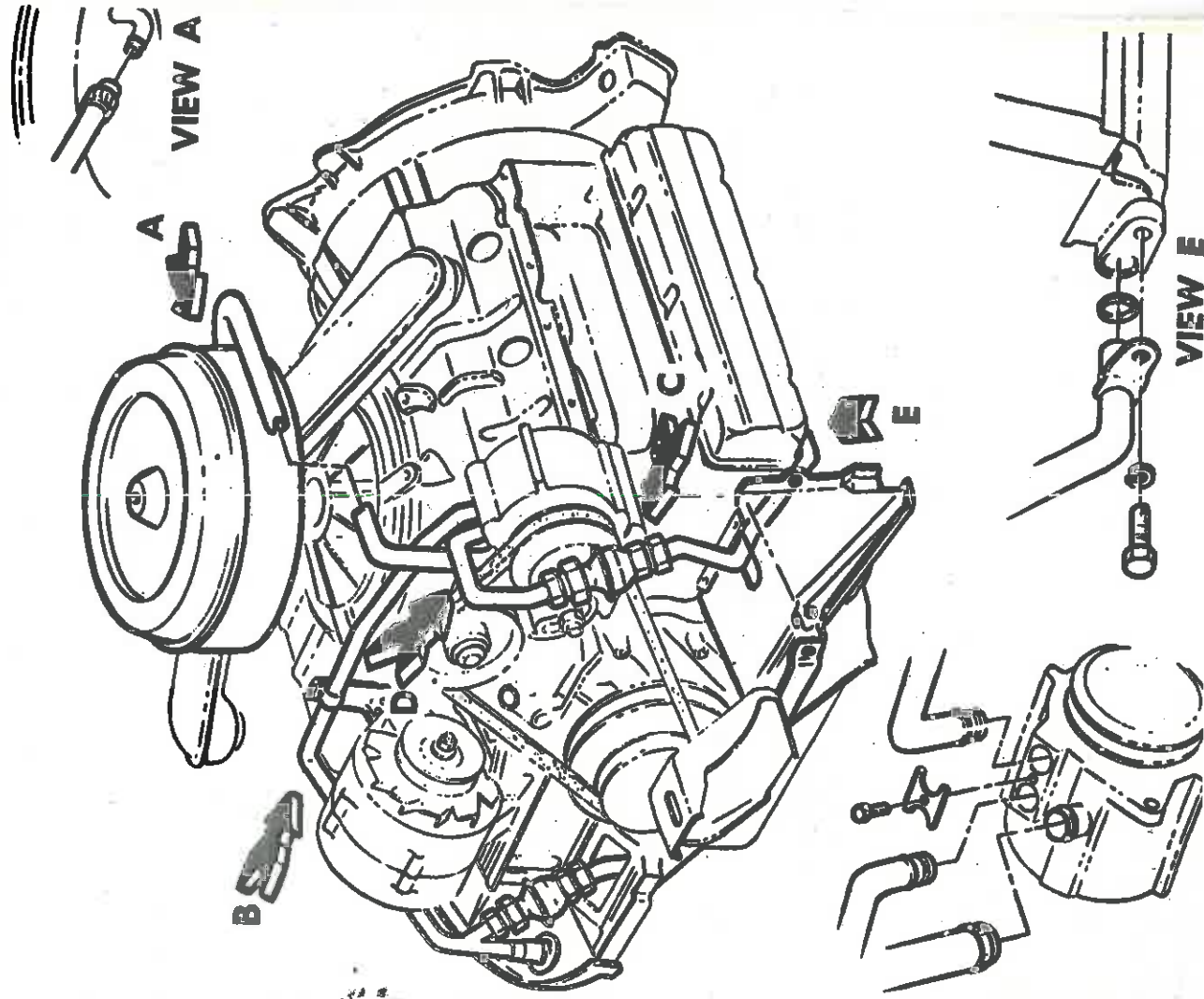


THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

NOVEMBER, 1984



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 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 \$10 per calendar year or \$1 for each remaining month of the current year. \$1 each for two additional immediate family members. 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 \$22. 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 CAF CLUBS _____
 OTHER INFORMATION: _____

NEXT MEETING:

Same place:

November 27, 1984
 Good Shepherd
 Lutheran Church,
 Monroeville
 7:30 Tech Session
 8:00 Meeting

New time:

MINUTES OF WPCC MEETING, October 23, 1984

Present were President, Vice-President, Treasurer and Board members Don Baker, Herb Horn, Bob Larison, Dale Smith.

Treasurer's Report: Read and approved.
 New balance \$482.13

Secretary's Report: Read and approved.

Old Business

Wayne Jones reported on the facilities which would be available at the McKeesport campus of Penn State, the proposed site of our next Kennyswood event. Volunteers are needed to help with making arrangements.

Bill Artzberger commented on the need to build the treasury and options were discussed. It was decided that the Treasurer would provide a report on the Club's expenses last year.

A round of applause went to Bob McCune and Bill Artzberger for the arrangements they made for the White Post tour. The suggestion was made that WPCC sponsor similar events for Carlisle or Hershey.

New Business

Bob McCune stated that the folks on the White Post tour had "a doggone good time!" Every one who attended agreed that a finer host than Billy Thompson would be hard to find. The Club's November event, a rally planned for North Park turned out to be too costly for us. No alternative was planned. Herb Horn reported the results of the

Minutes - continued

Nominating Committee. Elections will preferably be held next month (November). Bill Artzberger's contact with non-active members indicates that the reason people do not attend meetings is the emphasis on trips and events, and not enough emphasis on our Corvair automobiles.

Herb Horn will present a hands-on tech session on rebuilding carburetors beginning at 7:30 at the November meeting. Bring a carburetor and cardboard working surface to the church by 7:30.

Vaun Hamlin won the 50/50 drawing, and donated his winnings to the Club. Thanks, Vaun.

Terry Stankus
Secretary

'84 HOLIDAY PARTY!
Sunday, December 9

At Valley Inn - Melcroft
Cost: \$10 per Adult (including tax)
\$ 5 per Child under 12
Tip extra

Valley Inn will provide 2 Punch Bowls (1 plain) and Hors d'oeuvres. (You may bring other "spirits" of your choice.) Dinner includes Salad and Dessert Bar, 2 meats and other foods served family style.

Send reservations to: Alice Miller, Box 257, Indian Head, PA 15446. Pay by November meeting!

CMU HOMECOMING

By Dale Smith

The event provided a fun day, with great food and typical fall football weather. Despite the presence of Carol Friend and Ellen Smith not a drop of rain--maybe the trick is to have both of them together! Nine WPCC families were represented with eight (8) beautiful convertibles evident. One nameless member drove a '55 T-Bird. Special and sincere thanks to the Club and particularly Bill

and Irene Artzberger, Bill Brill, Al and Carol Friend, Pat Greenwald family, Dave Gundlach family, John Gundlach family, Archie Miller, Mike Moran family and Dale Smith family.

WHITE POST RESTORATION TOUR

By Bill Artzberger

For anyone who complains that our Club is not active or serves its members, he/she is not paying attention!

Advance notice was given to all of the bus tour to White Post Restorations in Virginia. The forty-six seats on the bus were filled by members and a few non-members.

We arrived a bit early for lunch at The Meeting Place, an old home converted into a tavern and restaurant. Before the tour and after lunch, we toured Berryville, a small country town from the turn of the century. Our guide was Billy Thompson, the owner of the restoration shop.

The afternoon began with a movie and slide show informing us of what to expect. We saw the complete workings of the shop, every department, step by step. We looked at automobiles in various stages of restoration and completion with comments by our guide.

Several Rolls-Royces were in the middle of their new life. Packards, an Auburn, a Cord, an MG and even a Model A Ford were being rebuilt and preserved. Every detail of a complete restoration was explained...from the complete rebuilding of a clock or a speedometer to making a new part for a body, such as a fender or a door. There were interesting tales and background which went along with each automobile. It was a 2 1/2 hour tour.

Billy guided us back to The Farm Restaurant through the Virginia countryside. The Turners were able to stay for the auction and party,

but the rest of us had to reboard the bus for the trip home. We arrived around 11 p.m. safe, sound and tired but ready to do it again,

TECH TIP OF THE MONTH

By Bill Artzberger

If your thermostats are not working and your rear vent doors are constantly open, now is the time to replace them. It is absolutely essential and necessary that these vent doors are operating properly, especially in the cold winter months. Here is the reason: oil does not lubricate properly until it reaches the temperature of 165°. (Nor does it lubricate properly after it passes the temperature of 280°.) Therefore, to make your engine reach its proper operating temperature quickly and to eliminate wear, the vent doors must operate. Short trips with non-operating doors are your engine's worst enemy. Much condensation takes place, loading your oil with water. Water ruins bearings.

Race drivers always do a few warm-up laps before racing their cars. The purpose is to bring their oil temperature up to its full lubrication potential. When adding oil during a race, the oil is always pre-heated.

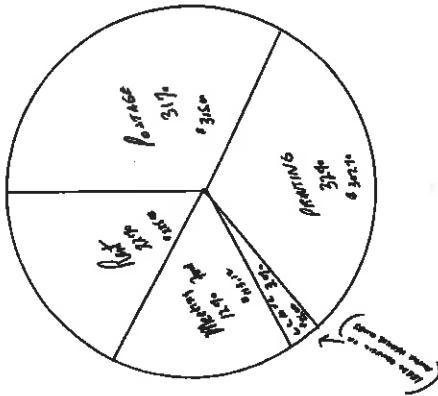
Never race your engine when it is cold. Allow it to warm gradually before putting a load on it. Your engine will run better, last longer and be free of the need of repairing if your vent doors work as they were designed.

NEW MEMBER

Mary Krimsly, Pittsburgh (412) 521-7686. Mary is a 73-year-young retired R.N. She drives a '64 Monza, has joined CORSA, and was recommended by Jean Crouch. Welcome aboard, Mary.

FOR SALE

Two late model rear quarter panels. \$20 each (used). (412) 364-6842. Bill Artzberger



WHERE DOES THE MONEY GO?

At last month's meeting, Bill Brill was asked to show us how WPCC spent its money. This is Bill's answer--accurate but not what most of us expected.

Should we print this many pages of the newsletter each month?

NOTES TO THE CHAPTERS FROM CORSA

COVER PHOTOS - If you send CORSA a cover photo, make it a VERTICAL photo in order to accommodate their new layout. Color slides in the vertical format work the best. Also include a description of the car, name of owner, photographer, and, if possible, write a story about your Corvair to go along with the photo.

CLASSIFIED ADS The new prices are as follows: CORSA members are allowed to place one - six line ad free of charge in each issue. All additional lines/ads will be charged at the rate of \$1.00 per line. Photos may be run with the ad at the rate of \$8 per photo, per ad, per issue. Ads that are to appear in more than one issue must be clearly marked so. Indicate how many issues. The deadline is the tenth of the month preceding the month before the cover date. Send all advertising materials to:

CORSA Communic, Classified Ads,
2506 Gross Point Rd., Evanston IL 60201

FOR SALE

Three Corvairs, all Monzas:

'65 Coupe, '62 Coupe, '66 Sedan
The '65 and '66 are power glides; the
'62 is a four speed. For details,
call or write:

John S. Cupp, Jr.
PO Box 742

Connellsville, PA 15425 (412)628-9000

FOR SALE

'64 2-door Monza 110 A.T. Yellow exterior,
black interior. 51,000 PA certified miles.
In use daily except stored in winter months.
Not rust free! Excellent runner. \$595.00.
John Costantino, 305 3rd St., Freeport, PA 16229
(412) 295-2575 after 5 p.m.

FOR SALE

'63 Corvair Monza - 2 door - color Aqua -
mileage 63,541 - body good - engine good.
Broken spring tower - driveable. Best offer
(412)838-0676. Marty and Mary Lou Rottler,
119 Franklin Drive, Greensburg, PA 15601.

FOR SALE

1966 140 HP engine from a Corsa. Runs, no
knocks, smokes a little and needs Vitons.
Carbs and alternator included. Heads alone
worth the price of the engine. \$200.00
Bill Artzberger (412)364-6842

FOR SALE

'69 Saginaw four speed transmission.
All gears and synchronizers good. Tip of nose
piece is broken (it's replaceable). Price -
\$50.00. (412)364-6842

FOR SALE

A few crossmembers left. Complete with
spindles and brake drums. Center section
only, if new costs \$380. These crossmembers
are used but perfectly usable and complete.
\$75.00 each. (412)364-6842

Member, John Getz has done his duty by sending us
an article for "The Journal". The following
writeup appeared in the Sept. 23, 84 "Bedford Co.
Shoppers Guide" which has a circulation of over
20,000 in Bedford Co. Because of this article
John is getting calls & visitors from as far away
as 70 miles. The article also included two
pictures of John with his Vairs. Thanks for keeping
the members informed, John.

Hyndman man restores 'classics'

Collecting Corvairs

by Marlene Cloude

HYNDMAN - Chevrolet Corvairs, known two decades ago as "the world's most innovative cars," are still owned, driven, and collected by John P. Getz of Hyndman.

Many people remember the Corvair as the only American made car with its engine in the rear. But other motorists may remember the Corvair as a "consumer rip-off" which, according to consumer advocate Ralph Nader, was the closest thing to "murder" due to the model's "unpredictable" suspension that made it prone to flipping over.

Getz, however, who bought his first Corvair in 1962 as a family car, has only praise for the now obsolete auto. In fact, he liked the 1962 car so well, that in 1965 he "bought a brand new Corvair from Thomas Chevrolet" and after trading it in on a Toronado, "bought it back," and has been hooked on them ever since.

At the rear of Getz's country home is a metal garage capable of storing the nine Corvairs, including one Corvair engine powered Avenger, that he has collected through the years. Only four of his cars are licensed for highway driving.

The pride and joy of his collection is a 1965 Corvair Corsa "mid-engine" that has won five trophies at car shows. The mid-engine is so named because the engine is placed inside the car where the back seat would normally be.

"At car shows when the motor is covered, people don't realize what they are looking at. They think it's just another Corvair until they see there's nothing under the hood or trunk. Then they give it a second look," he said.

Another favorite model owned by Getz is a 1964 black Corvair Monza that has 47,000 original miles on it. He also has a blue convertible that has 31,000 original miles. A rare find by Getz was the Greenbriar six-door window van, which was discontinued in 1965, that he is helping to restore.

Having once been a precision grinder for Kelly Springfield of Cumberland, Md., Getz said he prefers the mechanical side of restoring the cars to their original splendor.

The two garages at Getz's home are filled with Corvair parts. He has nine or 10 differen-

tial gears, and spare motors. Stored in a moderately fashion, he has doors, nuts, bolts, trunk lids, chrome strips, dashboards, air filters, starters, cylinders, and pistons. To accumulate these cars and parts, Getz has traveled extensively in Maryland, New Jersey, Virginia, and Pennsylvania to car shows and private homes.

"I know a man in Fredricksburg, Va., who says he has 17 acres of them (Corvairs)," said Getz.

If Getz doesn't have a part or can't locate it, it can be obtained in three days from Massachusetts. But Getz has learned through trial and error which parts made by manufacturers today are interchangeable. With just a few minor adjustments, an everyday "water pump bearing can be used on the blower bearing of a Corvair." According to Getz, all the distributor parts are the same as that of a Chevrolet pickup, and AMC Hornet's points and condensers match up perfectly.

From the early 1960s, when Corvairs were first produced, until 1969, when they were finally

phased out to make room for the new "muscle car," the Camaro, Chevrolet produced approximately 1.5 million corvairs. Today there are still about 900,000 owned by motorists and collectors, said Getz.

If they are roadworthy and in good condition, they are still worth \$600 to \$1,000. The original sticker price of Getz's 1965 Corsa was about \$2,600. Today, a mid-engine Corvair can bring as much as \$5,000.

"I've seen one advertised in Detroit with 13 original miles on it for \$14,000," said Getz.

With all the Corvairs and parts lying around, Getz is a busy man. But his future plans include building another Corvair mid-engine out of "a small block Chevy engine with a Toronado trans-axle."

"I don't want to brag, but you can take a bolt and say "Hey, where does that go," and I can tell you where every bolt goes because I've had them all apart," he said. "I feel they're safe. So do all the other people who own Corvairs. They do drive a little different, because of the lighter front end, but I wouldn't own anything else. I strictly drive Corvairs and my John Deere tractor. I wouldn't know how to get out of Corvair collecting," he said.



"Vair Tips": Technical booklets w/glossy cover. Proven tech tips for the Corvair Lover. Ten booklets, 74-83 and index, all books are \$3 each. A complete set of 10 books and index are just \$30. Send check to San Diego Corvair Club, c/o Evans, 3296 Via Bartola, San Diego, CA 92111. '83 issue now available.



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 COMMUNIQUES, our monthly publication, for the number of months paid.

- 1 year U.S. membership - \$22
- 26 month U.S. membership - \$44
- 1 year Canadian membership - \$32
- 26 month Canadian membership - \$64
- 1 year Overseas membership - \$35
- 26 month Overseas membership - \$70
- 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
(812) 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

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:

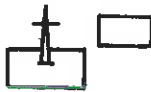
- Technical Tips
- Open Forum
- Feature Articles
- Chapter News
- Convention information
- Local meet information
- CORSA governmental action



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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.

RT. 48

SCHOOL

PGH.

PARKWAY BY-PASS

MONROEVILLE
EXIT

MURRYSVILLE

BUICK

PLUM EXIT

PGH.

BUS. RT. 22

MURRYSVILLE

HOWARD
JOHNSON'S

TURNPIKE
EXIT



12731784

AL, CAROL FRIEND
3677 FORBES TRAIL
MURRYSVILLE, PA.

KEY # 52 A

15668