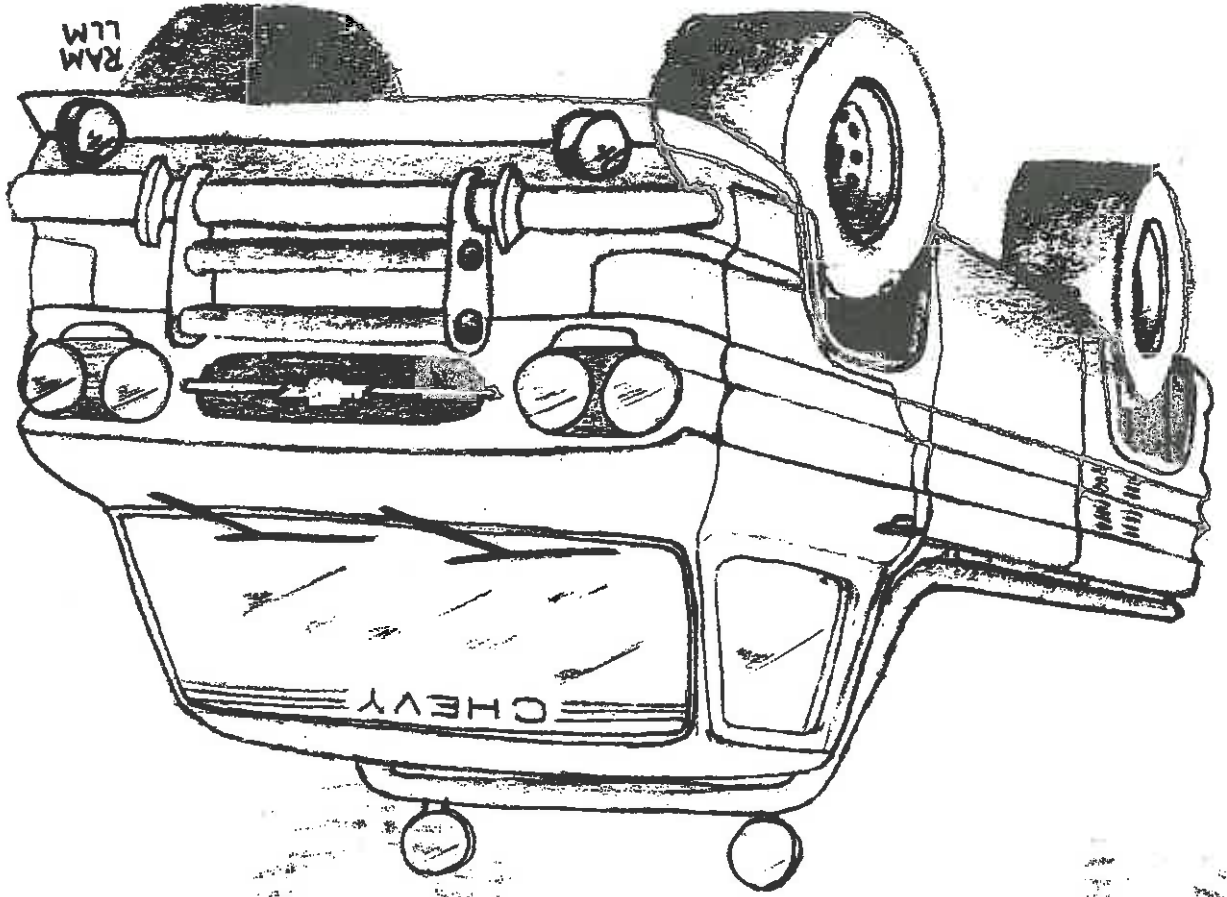


THE VAIR STREET JOURNAL

APRIL 1989

WESTERN PENNSYLVANIA CORVAIR CLUB



158
Western PA. Corvair Club
634 Arden Lane
Pittsburgh, PA 15243

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



*THE STEELTOWN CORVET
AUTOCROSS IS APRIL 30 AT THE
PGH ZOO PARKING LOT. REGISTRA-
TION IS FROM 9-11 AM AND
RACING BEGINS AT NOON.
BRING YOUR VAIR - WE'LL SEE
YOU THERE!*

FRIEND AL&CAROL
3677 FORBES TRAIL
MURRYSVILLE

PA
15668

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. We encourage all WPCC members to maintain membership in 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 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 Shephard Lutheran Church, Monroeville, Pennsylvania.

DUES: LOCAL \$10 per calendar year or \$1 for each remaining month of the current year. Includes membership for immediate family members. Payable to WPCC.

J. DALE SMITH
634 ARDEN LANE
PITTSBURGH, PA
15243

MAIL TO: W.P.C.C. c/o

Name _____ Age _____ Occupation _____ Phone _____
Address _____ Zip _____ Date _____
CORSA Member? Yes No. # Corvaire owned, yr., model _____
Recommended by _____ Amount paid _____ Other car clubs _____
Other information: _____



MINUTES OF WPCC MEETING MARCH 28, 1989

1989 officers presented: president, secretary, and treasurer. 1989 board members present: Don Baker, Dick Breier, Bob Hieber, Ray Horn, Bob McCune, and Joe Schillingler.

port was approved as read. Irene Artzberger announced that just before the meeting WPCC's treasury held \$414.48. At this time WPCC has 47 members. The secretary's report was approved as read.

The treasurer's re-

Old Business

Tech topics for upcoming months were presented. Don Baker's presentation about the econo-run will be in April. In May the New Castle Battery Company will be represented here and battery restoration will be one of the topics. In June, insurance for underground storage tanks will be the topic, and in July we will be shown how to do engine instrumentation tune-up.

it all." We were reminded that the grouping area is at McDonald's OFF the turnpike.

The Clark's Corvaire Parts catalogues that some ordered should be arriving in late May.

We are reminded that the Loyalty Day Parade is just one month away. The parade starts at 11:00 at the Civic Arena. The staging will be at 10:30. Even if the weather is bad, the parade will go on.

Laurie Maglietta presented the trip that she and Vaun Hamlin made to the Legislative Council.

Bill Artzberger reminded the club about the seminars at the Pittsburgh Sheraton on April 29. Car restoration, buying and selling old cars, collecting auto memorabilia, toys, quilting, and apparel for ladies will be the topics of these seminars.

Archie Miller was asked if he wanted to add to the information about the Meyersdale event but he responded, "Alice said

Admission to this event is \$25.00; \$20.00 of which is your Transportation Museum Society membership fee. Museum



society members pay \$5.00. Bill assures us that we can participate in the parade and still attend the seminars. He also announced that the plans and drawings for the new museum are well under way. On April 15 there will be a hands-on fair for gifted grade school students under the big

New Business

Don Baker announced a change in date for the autocross school at the Pgh. Zoo parking lot. [The new dates were stated as Sat. April 2 and Sat. April 9, however, neither of those dates is really a Saturday; but by the time this newsletter reaches you, the event will have long passed. Indeed, for the sake of clarity, the correct dates will be in the next newsletter.] The autocross instructor will ride with you. Corvair tire pressures should be 40 psi for the rear and 28 psi for the front. Front drive cars should have tires inflated to 45 psi and conventional rear drive cars to 40 psi.

Al Friend announced that a Ferrari, a red Porsche, and possibly a Henry J will be at the drags. Tony Phelps is

tent at Station Square. At 10:00 there will be a school bands parade from Smithfield Street. The organizers need cars for the kids to ride in.

On April 30 there will be a CUSTOM CAR SHOW at Station Square at 10:00. Admission is approximately \$5.00.

being begged to bring his Stinger. Al also wants to see Bill A's turbo Vair but Bill said that it was about 30th on his list of things to do. Admission to Keystone is \$7.00 per carload so pack 'em in.

The Crafton parade originally scheduled for June 29 is being rescheduled for the 30th. Bob Hieber will keep us up to date on the matter.

Bob also brought membership application kits. We are advised to carry one in our glovebox to place on the windshield of prospective WPCC members.

Dick Breier reported on the status of the bus rental for the October 7 Hershey trip. A bus with a restroom that carries 46 passengers from DeBolt Bus Co. will cost \$755.00 or \$785.00 if the bus stays with us the whole trip.



That breaks down to \$17.00 per person. A \$20.00 per WPCC member and \$25.00 per non-member fee was suggested. The bus would depart from Allegheny County Airport at 2:00 AM. A \$50.00 deposit is required and is refundable before 30 days prior to the event date. These arrangements are NOT FINAL.

Recruiting people

The meeting was adjourned at 9:05 PM.

Meysersdale: "Beaten By Edsel"

On April 2 the weather was cool but not bad for Meysersdale. One Corvair showed, but not from WPCC.

On April 9 there was snow falling in the morning, of course. Three Corvairs showed, two from WPCC. Bill Brill brought his light green '62 sedan and Archie Miller brought his light blue '60 sedan.

We're sure to get a trophy, right? WRONG! When the announcement came we heard, "Brill, 1st place; EDSEL, 2nd place; red Corvair, 3rd place."

The next day, we received a telephone call of apology saying that Archie should have had 3rd place; the Edsel was in the wrong class! The trophy for Archie is on the way.

Strange things happen in Meysersdale, PA.

-The Millers



This is just a reminder about the Scout Jamboree on May 6 at the South Park Fairgrounds. Jay Smith's early coupe will be on display in his troop's traffic safety booth.

Don't forget to come to the Pgh. Parade on May 6 at the DeBolt Bus Co. booth.



The Prez Sez

Since no one signed up for the refreshment committee this month, let's try something different that might even get us home earlier. How about meeting for an informal dinner about SEVEN O'CLOCK at the PONDEROSA STEAK HOUSE in the MIRACLE MILE SHOPPING CENTER. Early arrivers try to hold some tables for the later arrivers. DIRECTIONS: Exit the Parkway at EXIT 16 as usual on meeting nights. Head to BUSINESS 22 and TURN RIGHT (WEST). Ponderosa will be on your LEFT in about 1/4 MILE (drag strip distance). DO NOT EXIT EARLY AT 14. There is a bridge partially down near Sears.

Well, Ma Nature wasn't too kind to the Maple Festival again this year. Perhaps we'll have better luck for the Loyal-ty Day Parade on April 29. Jim Lane and Dave Moore will be looking for us about 10:00 AM at the CIVIC ARENA PARKING LOT, especially ragtops. How about it Dick Breier?

Talk about perfect timing--The Transportation Museum Society has scheduled a four-session seminar starting at 1:00 PM,

right after the parade! Subjects include: car restoration, car show judging, toy collecting, wardrobing, and color analysis, followed by a social hour. Check in from noon to 1:00 at Station Square Sheraton. Admission (\$10.00 Society member, \$15.00 non-member and spouse; \$15.00 non-member, \$20.00 non-member and spouse). \$5.00 of the non-member's admission fee can be applied to membership dues of \$20.00. What a perfect time to check out the Museum Society in the company of your WPCC pals. I'll bring seminar applications to the meeting and Bill Artzberger will fill us in on the speakers. This meeting will also feature Bob Hieber in a tech session on the Corvair electrical system, a very important subject; don't miss it.

Thirty-three days from this meeting until "D-Day"!! The grudge matches seem to shaping up nicely. Our red Corsa (sporting and F-MADER license plate) can't wait to take on my co-worker's rear-engined Porsche. By the way his name is Dave Mader. However, the real-



ly big main event will pit my cousin's 1952 Henry J with overdrive against Bob Hieber's 4-cylinder, diesel powered Beast of the East Chevette. Wow, this thriller will have to be timed with a sundial!!!

Five Years Ago In The Journal

Five WPCC Vairs and occupants braved the clear but very cold mountain air to attend the 1984 Meyersdale Maple Festival. Armin and Janet Abramson were busy planning our April '84 event to Old Economy Village - the final settlement of the Harmony Society that died out because they banned marriage? (A clever group were they!) This was the last Journal edited by Chuck Lucas as the reins were turned over to Bates and Shirley Murphy. A '68 Monza coupe with only 16,000 miles on it could have been purchased for \$3500.00.

THE RALLYE IS OFF. DUE TO CIRCUMSTANCES BEYOND HIS CONTROL, DON BAKER, OUR RALLYE COORDINATOR, HAS HAD TO CANCEL THE APRIL RALLYE. PERHAPS WE CAN DO IT NEXT YEAR.

WITH REGARD TO THE DRAG RACING PREP ARTICLE IN THE MARCH ISSUE, THE DWELL ANGLE WAS INCORRECTLY PRINTED: "THE HIGH SIDE OF 30 TO 40 DEGREES." THE COPY SHOULD HAVE READ, "SET DWELL TOWARD THE HIGH SIDE OF 30 TO 34 DEGREES." I REGRET ANY INCONVENIENCE THIS MAY HAVE CAUSED YOU.

Corvair Classified

1960 Corvair 500 2 dr. Cpe. Red 1 bench seat, needs work, see and make offer. Tom Phillips Pgh, PA 882-4652

FREE!...2- 6:50x13 excellent snowtires. WANTED: early coupe moulding at bottom of rear window on passenger side. Impatient dad bent mine!! Jay Smith...563-4047

1966 Monza conv. 140 HP auto. white on white... \$4000.00 OBO
1969 500 cpe. 110 HP auto. brown. \$2500.00 OBO
CALL JOHN (412) 335-8555

NEXT MEETING
APRIL 29



Titusville Tidbits

In August of 1859 on the bank of a small creek in northwestern Pennsylvania an event occurred that changed the world far more than any of the wars and revolutions that were to follow. On the twenty-seventh of that month Edwin L. Drake struck oil! His modest well demonstrated that petroleum could be obtained in substantial quantities by drilling.

Petroleum had been known for thousands of years from oil springs or seeps around the world. It was used as medicine and for light in its natural state even though it had a foul odor. In the early 1850's a number of people began experimenting with refining crude oil to improve its burning characteristics and to eliminate its smell. They were successful enough that the demand for kerosene, the burning fluid made from petroleum, was greater than the existing supply.

Drake was sent to Titusville, Pennsylvania by the Seneca Oil Company of New Haven, Connecticut to see if he could improve the output of the oil spring that the company had leased there. After an unsuccessful attempt at digging, he decided to drill a well. Drake went to the salt well drillers near Pittsburgh for help. There he secured the service of William Smith, a blacksmith who had worked on a number of salt wells near Tarentum. "Uncle Billy," as he was known, came to Titusville in the spring of 1859 and began to erect the derrick and engine house that would be needed. The steam engine and boiler to power the rig was delivered in May.

Drilling began sometime in June or July, but they encountered difficulties with the glacial till that fills the Oil Creek Valley—gravel kept caving into the hole. Drake finally had the idea of driving a pipe down to bedrock and drilling inside it. Once this was accomplished drilling proceeded smoothly enough until Saturday, August 26th, when the drill bit dropped into a crevice. Work was stopped for the day and the tools pulled out. When Uncle Billy checked the well the next morning it was full of oil. A pump was attached and the well began producing about 20 barrels of oil a day, more than double the rate of production of all of the other sources at that time.

Other speculators soon followed Drake and by the following summer wells were going down all along Oil Creek and the Allegheny. By 1862 wells had come in that produced thousands of barrels a day and the price for oil at the well head dropped so low that Drake and his partners went out of business. The original well was shut down, but the boom continued.

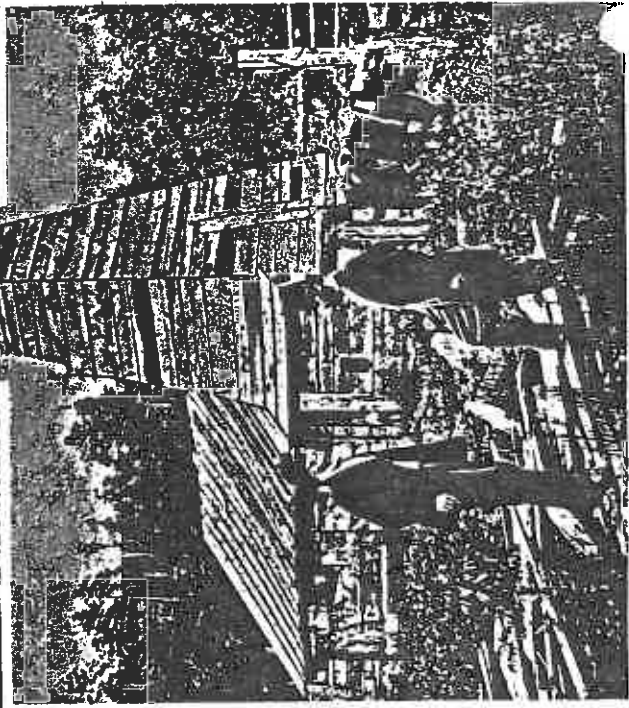
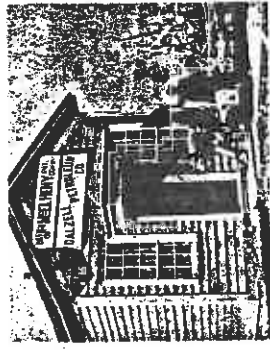
Even though the action shifted away from Titusville in the 1870's, people didn't forget about Drake. The train on the nearby Oil Creek Railroad never passed without the conductor pointing out to some stranger the spot where it all began.

The first museum was started by E. C. Bell in 1911 to the west of Titusville. It closed with his death in 1923, and local oilmen started a movement



to get a permanent museum on the site of Drake's original well. In the 1930's the American Petroleum Institute acquired the land, built a small

museum and turned it over to the Commonwealth. In 1963 the present museum building replaced the original.





A Corvair Tale

Next time you fire up the old Corvair for a trip around the block, try to figure out just how far you have driven the old buggy recently. In the last 12 months I haven't made it any further than Erie in a Corvair, but I'll lay claim to more miles on trips in a Corvair than anyone else around here, and I think I can make a pretty good case that I'm right.

My first real trip anywhere in a Corvair was in 1969. I set off from Pittsburgh for Detroit in a '64 Coupe - my first car. Over the next year and a half we made several round trips between Pittsburgh and Motor City and eventually wound up back here. Let's say 700 miles per round trip - that's 2100 trip miles in a Corvair.

Shamefully, I was without a working Corvair from 1972 until 1977, but, as you know, a real Corvair nut always has at least a non-working Corvair around, so I drove a non-worker for a year - had to keep a battery in the back seat and run jumper cables out the

window and under the hood to the non-working battery since I couldn't afford to buy one of those oddly shaped early model batteries. I even kept Michigan plates on it since I couldn't afford to get it inspected either. Even if I could have afforded the inspection, the cost of repairs would have exceeded the cost of a brand-new car anyway. Eventually the rear shock mounts rusted away and I had to remove the rear shocks; then I had to stop carrying passengers because the passenger floor rusted away.

Perhaps the high point of that car's existence came in the nasty winter of '77-'78. Do you remember when it was below zero for weeks on end and it snowed two feet in two days? My employer (the guy who didn't pay me enough so I could buy a new car) lived in Fox Chapel and drove a BMW and a Buick. It was too cold for the BMW to start one day when it was 17 below zero, and the Buick could not get up the driveway. My crusty old Corvair, after sitting out all



night without even a hint of protection, fired up in the morning with no trouble. I drove to the office, only to get a call from the boss - could I come to Fox Chapel and pick him up? Sure thing - and that old Corvair went right up the driveway, past the Buick and laughed at the BMW. Drove the boss all the way into town with no shocks and slush coming up through the floor onto his hundred-dollar shoes, too. The #\$\$* still wouldn't give me a raise!!

Well, that was all on the same car I purchased in 1969. Over 9 years I put on about 40,000 miles here and there, not to mention two paint jobs and a couple of dents. At one point it was even half blue and half red (all I needed were some white stars to complete the picture.

Meanwhile, back at the ranch, there were a pair of other Vairs - two '65 convertibles with bodies that had quit some time before I got hold of them. The first one was painted red when I bought it; red right over the emblems, half the glass and the bumpers, apparent-

ly applied with a broom after being mixed with leftover oatmeal. I thought about removing this red until I discovered that it was the only thing keeping the rust in check, and besides, it was covering a hideous coat of orange that had been stolen from a tractor factory and applied with the same broom. The day after I bought it, one of the mufflers fell off. I had never heard of the Corvair Club and had no idea where to get a muffler for a 140 Corvair. Eventually I got a Cadillac muffler that fit, which had to be the high point for that car.

A year later I drove it on a 900-mile round trip down to Virginia Beach, where, after driving through the sand, I looked at my tracks and discovered that all four of my tires were as bald as Terry Bradshaw's head. I used to buy oil by the 55 gallon drum for that car. In '76 I drove it 3,000 miles out to South Dakota and back. The starter burned out in Rapid City - did you ever try to find a Corvair starter in Rapid City, South Dakota? I may be



the only person alive who did it, after walking across town to the only parts store that had one.

My favorite garage eventually refused to inspect it - said he might lose his license just for having it in the lot - so it became one of those non-working Vairs. After a couple of years behind our house, it did make one last 4,000-mile round trip to Key West, Florida, in 1978. Having no inspection sticker, my brother and I left and returned in the dark of the moon. By this time, the doors usually wouldn't open because the body had rusted so much that it sagged and pinned the doors shut, so we had to leap over the doors like NASCAR drivers, which was a big hit in the South.

The top leaked as if the rain clouds were right inside with you, so we left it down most of the time. Of course, the heater hoses were long departed, so there was no way to get the Florida fog off the windshield, which made for interesting driving in the rain. That car had obviously been gunning for me since I got it, and it finally got the last laugh. After the

final trip, we got an acetylene torch and were cutting it to bits to get assorted spare parts off, when we simultaneously realized that we hadn't removed the GAS TANK and that it was half full AND the car decided to burn itself up. The firemen helpfully observed that if we were going to incinerate the car we should have called them first. Guess I can chalk up about 30,000 total miles on that one, including about 10,000 on trips.

The other '65 was going to be the one to keep forever until I discovered that every mile I drove there was less and less to keep as parts rusted off. Nonetheless, three of us bravely set off (half in primer, half in alligator check blue) one summer for the West Coast. As usual, the Corvair trip was not without its excitement. We motored serenely through the upper Midwest and down through Colorado. The excitement started while we were crossing the high plateau, and the feared PRESS-TEMP light came on. Well, the oil level was ok, the fan belt was tight and what were we to do? Cautiously driving a few

miles, we saw it come on again and again, apparently on its own whim. Well, never let it be said that we were stopped or even slowed down by a mere idiot light! Press on! Climb Pikes Peak! And we did - with the light full on and with the top down all the way up. After all, it was 85 degrees at the bottom of the Peak and 35 at the top; at least we had hope of cooling off the engine.

Now, maybe that had something to do with the starter failing, and maybe it didn't; but this time I was smart and had brought along the usual spares. This time it was a quick starter change in the Transportation Research Center instead of a walk all over town.

Yes, there was more to come. We were out in the Arizona desert when, a hundred long miles from nowhere, on a dirt road, under the boiling sun, with very little fuel, the gas tank began to leak. A quick patch with some loose undercoating and cactus spines held the gas in until we got to California two days later, where some much needed repairs were made - including a new temperature

sender and a coat of epoxy to be applied to the tank. By this time my fellow travelers were somewhat paranoid (I thought) and refused to drive with me through Death Valley, so we agreed to meet in San Francisco in three days. They took the train, and I drove through the Valley of You-know-what, top down, of course, and had the following conversation with a ranger: I said, "What's the temperature today?" The ranger said, "A hundred and thirteen today - unseasonably cool." We picked up a new passenger in San Francisco and, amazingly, made it back home without further incident. That was about 4,500 trip miles.

About this same time, I heard of a '65 Corsa Convertible sitting forlornly behind a gas station, broken and unloved; you KNOW what happened after that. Pretty soon it was sitting forlornly behind my house, and a year later I got around to fixing the melted bearings in the differential, which had run dry when the previous owner let the gear lube drain away. Now, keep in mind that this was a car I had never driven a





Tech Topic Lineup

single mile, that had SEVERE damage to the drive train, that it was virtually paintless, and ask yourself if you would have taken it on its first trip anywhere as far as the Carolina Outer Banks. I hear someone did! Chalk up another 2,000 trip miles in a Corvair.

By now, this car has really been on trips - Florida once, New England several times, the West Coast twice. About 12,000 more trip miles. But those are a whole new set of stories for another time. Total mileage on trips - about 30,000 miles.

-Dave Lovejoy

Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-6241



Membership Application

Last Name _____ First Name _____
 Street Address _____
 City _____ State/Prov _____ Zip Code _____ Country _____
 Telephone Number _____ Occupation _____

Fee Schedule

- 1 year membership \$25
- 26 month membership 50
- 1 year Canadian membership 28
- 26 month overseas membership 38
- 26 month overseas membership 78
- Museum Fund Donation min. \$1
- Racing Fund Donation min. \$1

Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

Racing Fund

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

*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to: CORSA, Inc., P.O. Box 550, Midlothian, IL 60445-0550. There may be a four to six week delay before you receive your first "CORSA Communic".

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

1. How did you hear about CORSA? _____
2. What is your primary interest in Corvairs? (Transportation, restoration, etc.) _____
3. How many Corvairs do you have? Running _____ Restorable _____ Parts cars _____
4. Are you a long time owner? _____ First time owner? _____ Previous owner who has reacquired a Corvair? _____
5. Approximately how many Corvair-miles do you drive in a year? _____
6. Do you do your own mechanical work? _____ Body work? _____ Major _____ Minor _____
7. What other cars do you own or use for daily transportation? _____
8. What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) _____

Enclosed is a current list of the CORSA chapters (over 120 throughout the world). If you would like further information on the CORSA chapter nearest you, please check the box and write the number of the closest chapter. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

I would like to be contacted by the closest CORSA chapter. I belong to # _____ CORSA chapter.
 Sponsor _____ CORSA ID # _____

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.

