

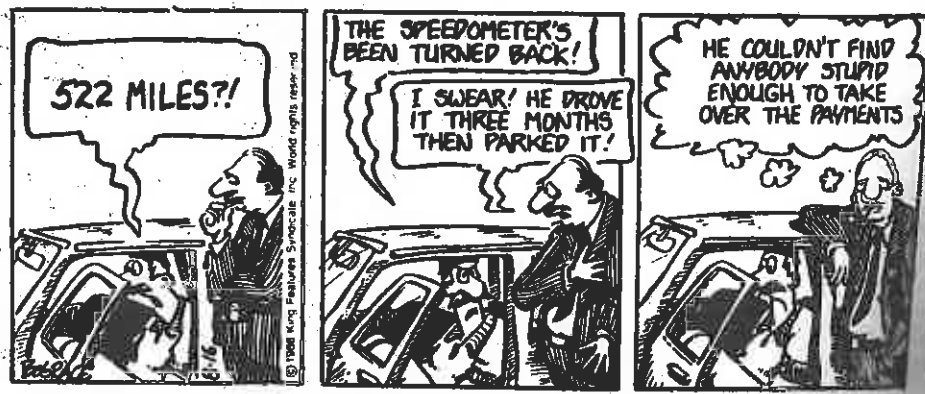
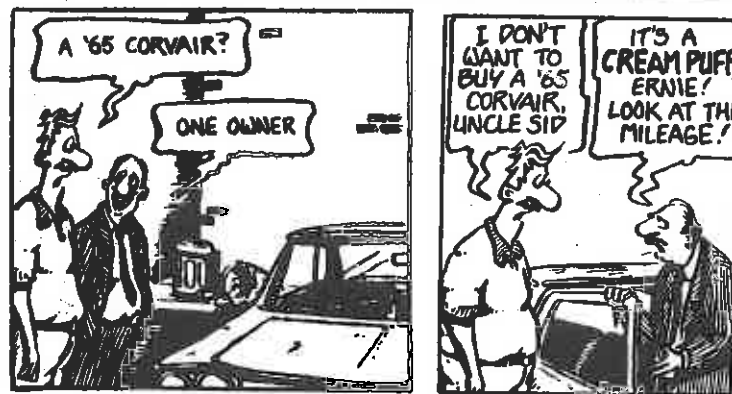
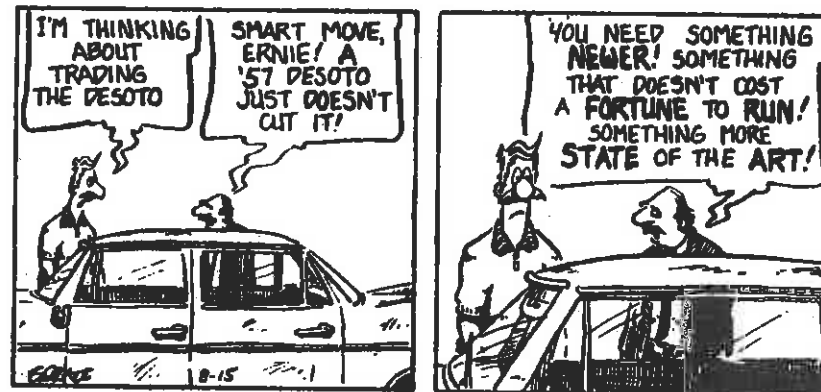
# THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

JULY 1989

Ernie®

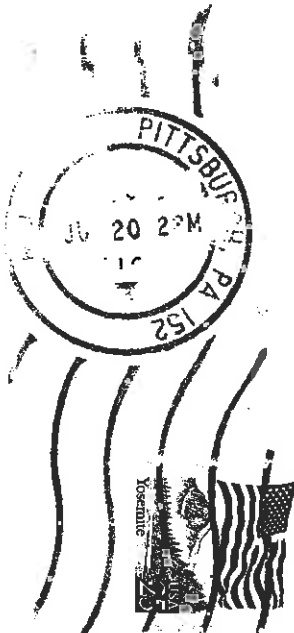
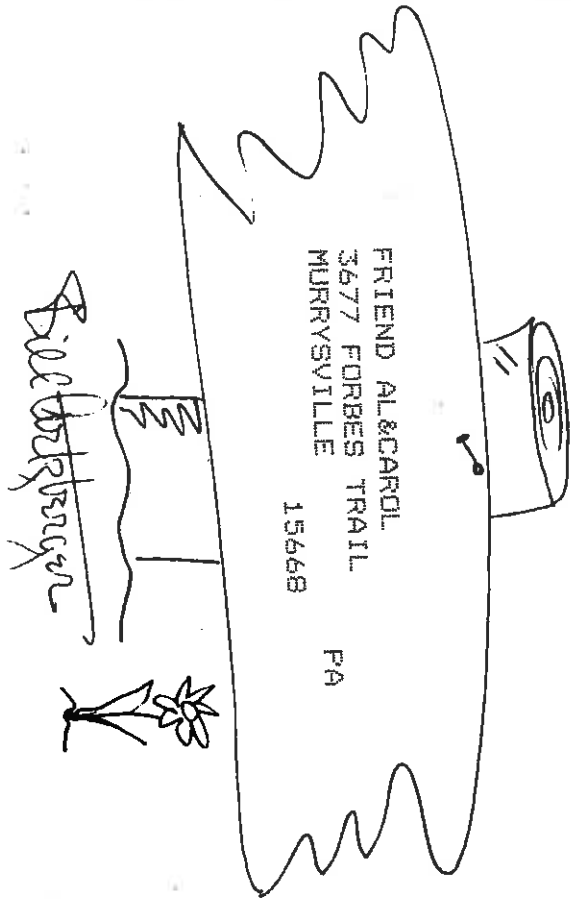
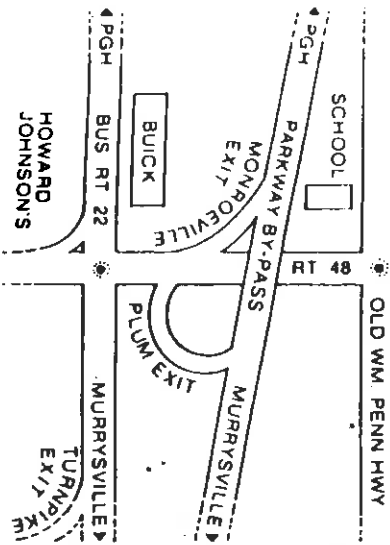
By Bud Grace



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

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

GOOD SHEPHERD  
LUTHERAN  
CHURCH



## THE WESTERN PENNSYLVANIA CORVAIR CLUB WANTS YOU!!

### MEMBERSHIP APPLICATION

That sure is a great little car you're driving. In fact the Corvair 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 Corvair 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 Corvair 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 Corvair Society of America" (CORSAs), a rapidly growing international organization now boasting over 8,000 members. We encourage all WPCC members to maintain membership in CORSAs—The International Corvair Club.

The long range goals of both clubs is simply to increase the enjoyment and preservation of the Corvair automobile. We provide - technical and historic information, parts procurement, professional publications, and an international classified ad service. We sponsor and participate in - Corvair shows, rallies, time trials, autocross events, mini conventions, and national conventions. We love driving to local points of interest, touring style, in Corvair convoys. We have parties, picnics, and dinners, there's always plenty of Corvair 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 CORSAs provides a beautiful monthly magazine named "The CORSAs Communiques."

We would love to welcome you, your family, and your Corvair into our club. Simply complete the attached application and mail it to Al Friend, WPCC Liaison. Remember, the nicest people drive Corvairs, 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.

MAIL TO: W.P.C.C. c/o  
J. DALE SMITH  
634 ARDEN LANE  
PITTSBURGH, PA  
15243

Name \_\_\_\_\_ Age \_\_\_\_\_ Occupation \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_ Date \_\_\_\_\_

CORSAs Member?  Yes  No. # Corvairs owned, yr., model \_\_\_\_\_

Recommended by \_\_\_\_\_ Amount paid \_\_\_\_\_ Other car clubs \_\_\_\_\_

Other information: \_\_\_\_\_



## MINUTES OF WPCC MEETING

JUNE 27, 1989

1989 officers present: vice president, secretary, and treasurer.

1989 board members present: Don Baker, Bob Hieber, Wayne Jones, and Ray Horn.

The treasurer's re-

port was approved as read. Treasury balance stands \$501.20. The secretary's report was approved as recorded.

There were no visitors or guests.

### Old Business

Vice president Jay Smith thanked and commended all of those who attended the Kennywood event. Even though turnout was unusually low, WPCC sold more all-day ride tickets than ever before. There were only 9 Corvairs by the 4:00 deadline so the parade through the park was cancelled. The possibility of next year being a family day instead of a Corvair day was discussed. There were trophies for all who attended. Extra fan-belt wrenches will be sold for two dollars each, the profit from which will go to WPCC. The absence of a date in the newsletter article about Kennywood was mentioned.

Bill Artzberger spoke to us about the portion of the Transcontinental Tour

in which he took part. His 1929 Model A performed flawlessly on the trip to Cleveland and to Warren, Pa. The oldest car on the tour was a 1906 Knox from Brownsville, TX. There were 61 autos in the reliability run. There were only two breakdowns: one flat tire and one broken crankshaft.

The highlight of Bill's trip was a visit to Crawford Auto and Aviation Museum in Cleveland. He said it took four hours to see everything including none other than a 1964 Corvair convertible and a Minerva that is 27 feet long and has dual wheels. Bill strongly suggests that WPCC make a trip to the museum as one of our events.

Bill commented that the way the Transcontinen-



tal Tour was run would be good for WPCC, too. They don't travel in a caravan; they just meet each other by a certain time or at dusk. They have a closed van to haul luggage or parts and an enclosed trailer for cars that break down.

Vaun Hamlin spoke about the drag races at Keystone Raceway. He thought one of the most interesting things was watching four club members comment on the hemis running 12.5 to 13 second quarter miles. He told us to keep in mind that his drag racing Corvairs were doing that 20 years ago even one second faster.

He remarked about Al's eagerness and the fact that Al had even removed his windshield

wipers and mirrors and covered the holes with tape.

Vaun congratulated Bob Hieber on his reaction time of .517 because .500 is considered perfect.

Bill Artzberger's Model A did the quarter mile in 23.3 seconds and the fastest car in the Corvair class finished in 16.11 seconds. The Drag Strip treated us very well and gave us two trophies.

Wayne Jones reported on the Blackwater rally and the 350 four-wheelers.

Dave Fabyonic reported on our status at the church. We're at the bottom of the list.

Lee Parker volunteered Irene Artzberger to be "Corvairs Anonymous" director.

### New Business

Ray Horn reminded us of the 6:00 lineup for the Crafton-Ingram Parade. Ray had maps. The club will get \$50.00 for participating.

The big news for the night was the Canonsburg Parade. We were informed by parade organizers that we were to have only eight cars in the parade because it was much too long. So arrangements were made

with Jim Lane for the rest of the club to go to the Brentwood Parade which had the same starting and ending time as Canonsburg's and we'd receive another \$50.00!! It was agreed that we would try it and hope for the right number of cars at Canonsburg.

Bill Artzberger reminded us of the Pittsburgh Vintage Grand Prix



and our commitment to chaperone the classic and antique cars at the Frick Park fountain on Saturday, July 22. Workers will receive a pass good for one free breakfast and lunch. We need at least five people there at all times. Be prepared to stay there for dinner at the skating rink in the evening.

Macungie is August 4 and 5. See Irene for application.

Transportation Museum's tour of Arden Trolley Museum is August 20. Bill urges us to attend.

Laurie Maglietta reported on 25 cars worth of trunk weatherstripping that can be produced for \$0.30/ft.

See Vaun about a really nice set of bias ply tires that belonged to Gene Rising.

The meeting adjourned at 9:32.

## NEXT MEETING JULY 25

### The Prez Sez

Well, the first lady and I are back from our vacation, all rested up and ready for some Vair events with you nuts. I want to thank the other officers and members who kept things moving right along in our absence.

Wow, two paydays on Independence Day?? Do we have a super vice-president, or what? Great job, Jay! I understand that the Kennywood event

was a smashing success as usual. Thanks to Bill and Irene and their supporting cast.

It was nice to open the Journal and read Vaun's personal note to me. (Gee, eleven months until "D" Day 1990, and already things are heating up!) Make your plans now for NEXT Memorial Day Sunday at the drag strip.

Al Friend



## 7th Annual Kennywood Corvair Day

A beautiful day greeted us for the Kennywood encounter. There was no sign of rain all day, but the heat and humidity was terrible (only for those who couldn't stand it). It was an ideal day for fun in the park.

The Smith family was the first to arrive at the parking area with Jay's newly restored '63 Vair and Dale's Lakewood.

Irene and Bill Artzberger remained in the parking area until 4 o'clock selling tickets and parking Vairs. The only problem was that they did not have many to park. By 3 o'clock there were 7 Corvairs in the parking lot--not enough to have a parade through the park so it was cancelled. Although at 4 o'clock we did number 15 Corvairs in all. Three were from our neighboring West Virginia Club. From W. Va. were Al Knoll and his family with a Greenbrier, Dave McClure and his family with a '66 convertible, and Charles Postlewaite and family with another '66 Corvair. WPCC families participating with Corvairs were

Smith, Shaffer, McCune, Horn, Artzberger, Maglietta, Gundlach, Cekus, Baldinger, and Nizinski. (Leo Nizinski purchased his Corvair from Bill A. not too long ago and loves it better than any car he has ever owned.

There were also five or six water-pumpers. Bob Hieber, Billy Artzberger and family, Dave Baldinger and family, Chris McClure and family (W VA), and Bob Larison and daughter, Barb.

At 4:30 Bill Artzberger presented the "SPECIAL" awards to all who would claim his or her own Corvair after judges picked the cars apart with humorous remarks about each one of them. It was an award "that every Corvair owner can't do without!" It was a tool, painstakingly bent by Bill, himself, to get at that fan-belt bolt. The other end will also handle the loosening of the distributor bolt. We all recognized our cars' description without any problems. The remarks were as follows. '62 Vair with rustiest headlight



eyebrow but with only 30,319 miles--Randy Shaffer; best '65 4-door in the lot but with a rear shelf badly in need of a haircut--Walt Baldinger; '65 Vair with the best front hubcap but worst windshield molding--Ray Horn; '66 Vair with the best West Virginia license plate and front seat covers but with wax still on the paint--Charles Postlewaite; best '62 Greenbrier with a BB hole in the windshield--Al Knoll; best '68 coupe with a terrible idler arm (boo)--Bob McCune; '67 Vair with the wildest custom paint and a monkey in the rear seat--Laurie Maglietta; '68 Vair with the best wheels but in need of a new battery (too busy with work to go buy one)--Jim Artzberger; '66 Vair with best Corsa dash and a two-tone air vent in rear--Dave McClure; '63 Vair that's a future Hershey Senior Division car with bugs splattered on

the front grill and "blue dot" headlight--John Gundlach; '67 Vair with best orange paint and color match but no front wheel moldings and black paint missing from the rear wheel molding--Don Cekus; best '61 Lakewood with cheesiest Swiss cheese headliner--Dale Smith; best newly restored '63 Vair by young adult but in need of engine cleaning by parents and other members of family--Jay Smith; best Porsche-painted '69 Corvair--Bill Artzberger; second best '66 4-door today with best polished air conditioner in any Corvair here today but with windows and vents and sunroof open that work second best to original air conditioner, and the most shopping center battle scars--Leo Nizinski.

In all, the day went great and we all had much fun. IF YOU MISSED IT, YOU LOST OUT ON SOME GREAT FUN!

Walt Baldinger

*ERNIE, I WOULDN'T TAKE OVER  
THE PAYMENTS EITHER ...  
THAT'S THE FUNNIEST LOOKING  
'65 I'VE EVER SEEN !!!*



IF YOU RECEIVE THIS JOURNAL BEFORE SATURDAY AND COULD BE A PROTECTOR OF CLASSIC CARS AT THE PGH VINTAGE GRAND PRIX ON SATURDAY, JULY 22, CALL BILL ARTZBERGER AT 364-6842 RIGHT AWAY. WE DON'T HAVE ENOUGH CLUB MEMBERS TO WATCH THE CARS YET. WE NEED YOU!!

### Washington County Vol. Firemen's Parade

On Saturday, July 29, 1989, WPCC is scheduled to attend the Washington County Volunteer Fireman's 50th Anniversary Parade at 2:00 PM. This is Washington County's largest parade. It lasts approximately two hours. We are to arrive at the staging area between 1:15 and 1:30 PM.

**DIRECTIONS TO PARADE:** From the PITTSBURGH PARKWAY WEST TAKE 179 SOUTH. AT THE JUNCTION OF 179 AND 170 GO WEST ON 170 TOWARD WHEELING. THEN TAKE EXIT 4 (CHESTNUT ST.) BEAR RIGHT AT END OF RAMP AND FOLLOW RTE 40 EAST THROUGH 4 TRAFFIC LIGHTS. ONE BLOCK PAST THE 4TH LIGHT IS CANTON AVENUE--- THE STAGING AREA FOR THE PARADE.

For those who cannot

do the parade but can come to the Maglietta's for the picnic afterward, your directions are: FROM THE PGH PARKWAY WEST TAKE 179 SOUTH. FOLLOW 179 SOUTH TO EXIT 8 (RACE TRACK ROAD/MEADOWLANDS EXIT). AT BOTTOM OF RAMP TURN RIGHT. GO APPROXIMATELY 1/4 MI TO STOP SIGN. AT THE STOP SIGN TURN LEFT. DRIVE 2.4 MILES TO LEE AVENUE AND TURN LEFT ONTO LEE. LOOK FOR CORVAIR DRIVE!

Please, please, please, let's have good attendance. Come on folks; I can make it to Monroeville every month. You can make it to 'Lil Washington at least once. ("It's my party and I'll beg if I want to.")

Laurie "Mag Wheels"  
Maglietta



### Crafton-Ingram Parade

O.K., here goes.

The Crafton-Ingram Parade on June 30 was a lot of fun especially because I love to see pretty Corvairs shined up and lined up. (I know, never end a sentence with a preposition.) There were thirteen of them on Bradford street in Crafton; I loved it. It was also the first time I had gotten to see Vaun's Lakewood.

When the parade started, the convertibles took the lead with Bill Brill carrying District Justice Dennis Joyce, Bill A. carrying two secretaries from State Representative Tom Petrone's office, and Parade Marshall Bishop William Winter in my car.

Following these dignitaries was about 24,000 miles worth of fire trucks, ambulances, march-

ing bands, cheerleaders, etc. Finally, the grand finale was the rest of WPCC cruising down past the reviewing stand doing certain didoes in the street (were you guys dodging potholes?). The lineup included two Smithmobiles, two Hamlin Vairs, the Morans' Shamrock Special, Gene Rapp's car, Lee Parker's car, Leo Nizinski's, Ray Horn's, and Walt Baldinger's.

Anyway, Mrs. Brill and I, Bill, Irene and Mary A. and my dad got to watch the whole parade and the rest of 'youins' didn't. Just kidding.

Afterward, a bunch of us went to King's restaurant and watched Bob Hieber and Dale Smith eat.


If you weren't there, you missed a great parade!

Laurie Maglietta

Now is the time for all good men (and women) to return the magnetic TRANSPORTATION MUSEUM SIGNS. In the beginning, I had twelve signs at the cost of \$18.00 each. Presently, I have only THREE!! If you have one or more of the signs,

please be certain to bring them to the next club meeting. They were always used on the Corvairs during parades and somehow they were not returned. Please help save my integrity as a Museum Director!

Bill A.



**A long, urgent message  
from a long-time member.  
Please read this!**

The event schedule in July and August is light, as it should be. However, we have three very nice and very special events coming up in September, October, and November. These events are difficult to pull off, very time consuming for those in charge, are not affected by weather, and two of the three entail some financial risk to the club. It is absolutely imperative that we have a good idea early on as to how many are going to attend these events. Two of the events were written up in the last Journal. As of this writing, no one at all has signed up for either event! I understand that September and November seem a long way off, but railroad cars and reservations have to be finalized soon.


We have always been a wait-til-the-last-minute club, and have gotten along somehow. This is true, but let's pause for a minute and take a look at our past history, and finally at the big picture of now and of the future.

WPCC was founded in the early '70's by the

late Ivan Clever, who was quite a character. We managed a few minor events each year and I recall meetings with only four or five members in attendance. Then our numbers began to grow, mainly because quite a few people were still driving Corvairs.

In the mid '70's our numbers began to stagnate as the number of Vairs on the highways began to drop. Our events continued to be few and not very exciting.

In the late '70's, Dave Fabyonic met the manager of the GM Training Center and things began to happen. Rather than die a slow death, WPCC went on the offensive, culminating in three mini-conventions dubbed The Steel City Concourse. It was a lot of work for a few people (especially Wayne Jones), but we gained national recognition because of our organization and our imaginative tours and seminars. Because of a huge effort by a few members, all WPCC members benefitted, and our membership began to explode. We attracted many of our



present leaders, such as the Artzbergers during those glory years despite the near disappearance of the Corvair from the American highways.

I believe that we have been living on our reputation ever since, while slipping back to our rather minor, no financial risk events. This is fine, but our numbers are going down each year and how many people do you see driving around in Vairs out there? More and more people are obviously saying, "Why bother to renew my membership this year?" So much for history; now let's look at the big picture and our future:

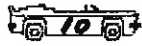
All human beings seem to fall into one of three basic types: (1) those who make things happen, (2) those who watch things happen, and (3) those who ask, "What happened?" We are fortunately blessed with more type (1) individuals than most similar organizations. However, the truth is...most of us are type (2), and we have a few type (3), as do all organizations, but they won't read this anyway.

The remainder of my comments are directed to all of you type (2)'s out there in WPCC land, the silent majority, so to

present leaders, such as the Artzbergers during those glory years despite the near disappearance of the Corvair from the American highways. I believe that we have been living on our reputation ever since, while slipping back to our rather minor, no financial risk events. This is fine, but our numbers are going down each year and how many people do you see driving around in Vairs out there? More and more people are obviously saying, "Why bother to renew my membership this year?" So much for history; now let's look at the big picture and our future:

You can vote for staying the course of continued stagnation and the eventual disabandonment of WPCC, simply by continuing to procrastinate and waiting until the last minute to sign up for the Titusville cruise in September, the bus trip to Hershey in October, and the Carnegie Museum tour in November. By not putting forth even a little effort now, you will double or triple the amount of time and effort needed to successfully pull off these upscale events. The type (1) members who are willing to work on these upscale, bigger and better events will get the message and not schedule anything big again.

Or you can vote to go on the offensive, as we did in the late '70's, and thus regain some momentum, growth, and insure our future, by promptly sending your checks for Titus-



ville, by signing up for the Carnegie at this meeting, and by promptly mailing in your checks for Hershey when asked to do so. Again the type (1) members who are willing to

work to bring us all bigger and better events will get the message! Please take a moment right now to think about it, and then vote. Thank you.

Al Friend



...scene from 1988 drags...

### The Hillbilly Hullabaloo

June 17-18 was the 6th annual Hillbilly Hullabaloo held in Fairmont, W. Va. Saturday was the day for registration, the Rally/Poker Run, and visiting the hospitality room. As usual, the evening meal was a picnic with all the delicious covered dishes and desserts that the good cooks of WCC prepared for everyone.

Sunday's activities were dominated by the concours but there were also games and door prizes given during the afternoon.

WPCC was well represented at the concours and brought home many trophies which were ribbons accompanied by sets of Corvair coffee mugs. Those who won were: John Gundlach--first in early street stock; Dale Smith--third in early street stock; Jay Smith--first in early modified; Bill Artzberger--first in late modified; Laurie Maglietta--second in late modified; Gene Rising--first in late factory.

The weather cooperated and it was a great weekend enjoyed by all.

Connie Rising



### Brentwood July 4th Parade

There was a period of time when WPCC had only one parade a year on its schedule...now, it is TWO parades in one day!

While Dale Smith captained a parade in Canonsburg, Bill A. and "the gang" put on another show in the order of a parade in Brentwood.

Walt and Boots Baldinger, Vaun Hamlin, Gene Rapp, Bill Brill, Dave Lovejoy, and the Morans all drove their Corvairs. While in the absence of a running Corvair, Vince Gazzo drove his Triumph and Dick Breier drove his red Corvette.

While all of this was happening in what seemed like a five mile long parade, Irene A. and her 9 year old granddaughter, Mary, carried the WPCC banner to lead the Corvairs on their way. The parade watchers applauded the banner and the Corvairs. The Corvairs draw more excitement with each year. Thanks, Gang!

Bill A.

### A Newly Formed Club

WHEELS OF CLASS is a new car club just formed in Indiana, Pa. They are having their first car show on Sunday, August 27, 1989 from 9:00 AM to 4:00 PM with judging starting at 12:00 noon. There will be food and beverages available on the premises. The location of the show is the YMCA on Rte. 422 west.

Pre-registration is \$3.00 mailed by August 1 or day of show registration being \$5.00. If anyone is interested, send your NAME, ADDRESS, CAR MODEL, YEAR, and WHETHER YOUR CAR IS STOCK OR MODIFIED with check to: - WHEELS OF CLASS, P.O. BOX 205, SHELOCTA, PA, 15774.

There will be dash plaques for the first 50 cars on the day of the show.

Wheels of Class would sure like to have you join them in August.

A map to the show will be at the next WPCC meeting.

Connie Rising



### The Vice Prez Gets a Chance to Sez

Many things have happened in the absence of our president. While he was on vacation, we dealt with many events, a few problems, and even the rain.

First came the Kennywood event. The day was beautiful and the sun was shining. Both members from WPCC and WCC enjoyed the day. The first operating event without our president within 100 miles of us went smoothly.

Two days later everyone arrived at the church for the meeting. They came in and sat down and saw only three at the front table. I started the meeting and many things happened. After what seemed like a lifetime that Tuesday night, the meeting adjourned. At the meeting the club learned that July would be trouble. But I still have more to say about June.

Three days later the Corvairs paraded at Crafton. Many new driving stunts that insurance agents would not be too

pleased with were performed. Cars criss-crossed back and forth in the front of the line. My car, driven by my father, did the crossing. After ice cream at King's, July was born.

July 4th Corvairs were in two parades, one in Canonsburg, one in Brentwood. This happened because Canonsburg limited us to only eight cars. There were nine there just to defy them and to let them know that they can't push us around. The other Corvairs went to Brentwood. I was getting wet in Canonsburg, so I assume they were in Brentwood, too. Everyone then came to our home to eat.

CORSA has never found out that a minor was running a meeting or is a VP. Somewhere in all their laws they must have one covering that, I am sure.

Thank you, all of you, for being so helpful and cooperative in our time without a leader.

Jay Smith



## 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 Canadian membership . . . . .56
- \*1 year overseas membership . . . . .38
- \*26 month overseas membership . . . . .76
- 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 Communiqué".

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.