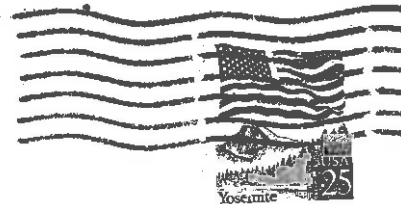
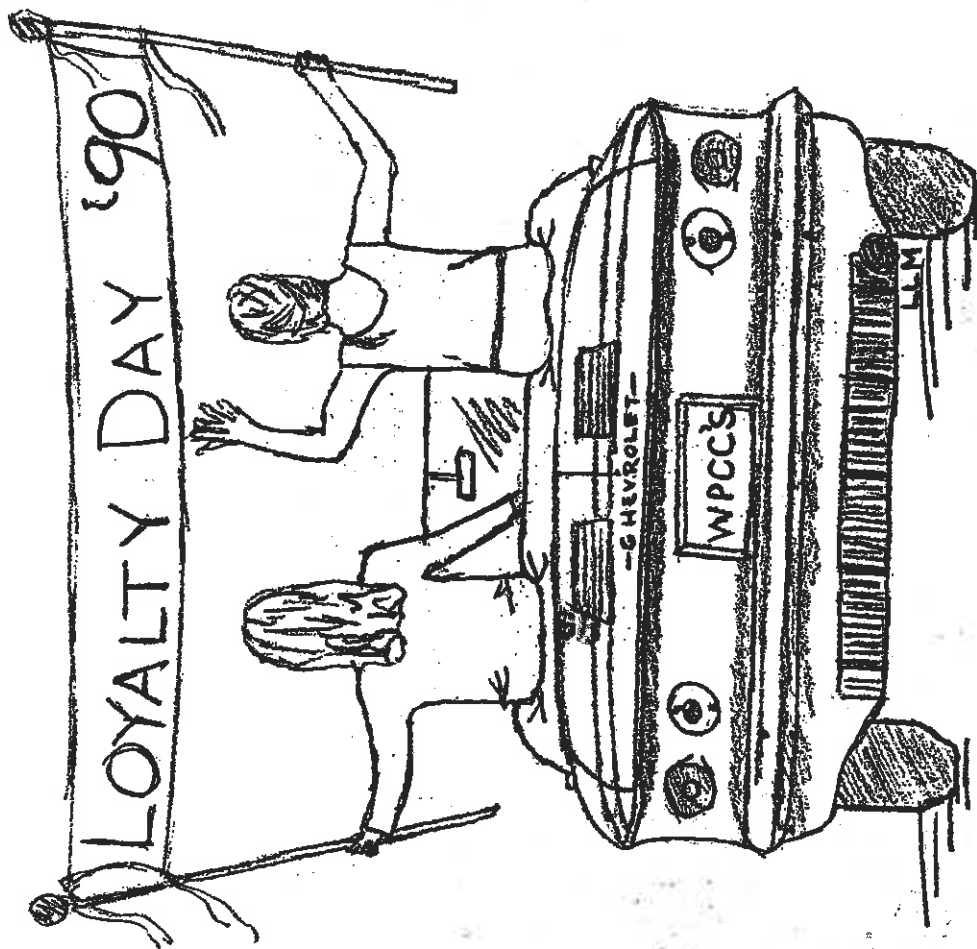


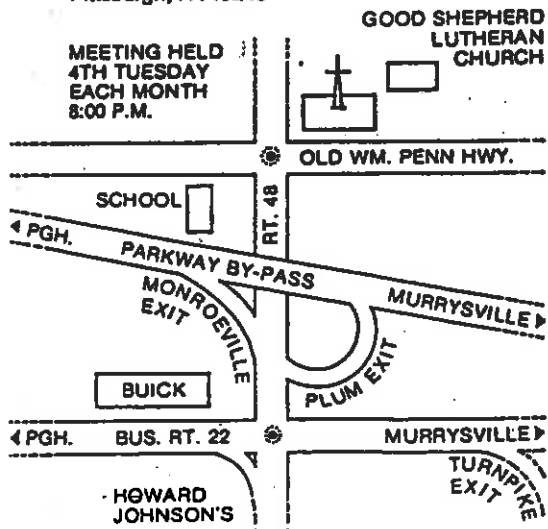
THE VAIR STREET JOURNAL

APRIL 1990

WESTERN PENNSYLVANIA CORVAIR CLUB



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



FRIEND AL&CAROL
3677 FORBES TRAIL
MURRYSVILLE

PA
15668

'90

THE EASTERN 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 Vaie" 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 Communiciques."

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 Corvaires, 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. Includes membership for immediate family members. Payable to WPCC.

J. DALJE 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 27, 1990

1990 officers present: president, vice-president, secretary, and treasurer.
 1990 board members present: Vaun Hamlin, Bob Hieber, Wayne Jones, Ken Maglietta, and Dale Smith.

The secretary's report was accepted as printed. The treasurer's report was accepted as read. Irene Artzberger reported a balance of \$924.01.

Old Business

Laurie Maglietta reminded the members of the Meyersdale event in April.

complete the "Calling All Cars" form in the March newsletter and return it to her.

WPCC received word that it would receive 50 dollars for the Loyalty Day Parade.

Visitors included Kin Porter of Eighty Four who has a 1969 Monza convertible which she has had restored, and Jack Davin of Vintage Tin, a club which is sponsoring the Rod Run and picnic in Scott Township Park on May 20. Also present was Skij Phillips.

Date corrections were made to the Calendar of Events. The Vintage Grand Prix will be July 21 and 22.
 The president asked the club members to please

New Business

Laurie Maglietta, Vaun Hamlin, and Ken Maglietta attended the Legislative Council of Motor Vehicle Clubs of Pennsylvania (LCMVC) meeting in March. One of the Council's most immediate concerns is Senate Bill #496. If this bill is passed, owners of cars with classic or antique

plates would be limited to driving the car only once per week instead of the current 2 days. The fee for renewal of classic and antique plates would be \$5.00, payable every 2 years.

The LCMVC wants people to send them accounts of "horror stories" about collectors who are being harassed for having parts cars on their property.

Jack Davin announced

Upcoming Tech Sessions

The tech session for the April meeting will be given by our own Dave Moore, a Design Engineer in the plastics industry. Dave's topic is entitled "The Real, Correct, Quality Way to use Fiberglass."

Dave will be bringing sample parts in various stages of completion. He says he will include ways of using fiberglass that will be of interest to members of the female persuasion.

The May tech session will be a fantastic video "Drama of Drag Racing" given by Bob Hieber.

the 18th annual Rod Run of the club, Vintage Tin of W. PA., Inc. The club is for pre-1949 modified cars and trucks. The Rod Run will be held in Scott Park on May 20 and admission is free but donations will benefit the school for the blind.

Skip Phillips, a commercial truck driver, spoke about the new federal licensing program for all commercial vehicle drivers.



LEGISLATIVE COUNCIL OF
MOTOR VEHICLE CLUBS
OF PENNSYLVANIA

P.O. Box 291
Hershey, PA 17033

LOYALTY PARADE

Pittsburgh's Loyalty Day Parade will be held on Saturday, April 28, 1990. All of those wishing to participate should be at the Civic Arena at 10:30 A.M. for staging. The parade through downtown begins at 11:00 A.M.

"What is Loyalty Day?" you ask? Loyalty Day was originally founded by the National Veterans of Foreign Wars as a patriotic expression to take the focus off of the Communist's May Day celebrations. Loyalty Day is always celebrated on the Saturday closest to the first of May.

Because Allegheny County is one of the largest counties in the United States, Pittsburgh's Loyalty Day Parade is well recognized throughout the nation. Western Pennsylvania Corvair Club receives many kudos for

participating in such a large way.

Notice is given to many newspapers in our area of the Parade. WPC should make a strong showing. Dave Moore, parade chairman, asks that we have at least three convertibles on which people may sit. I have personally assured Dave that there will be 12 Corvairs at the parade...DON'T LET ME DOWN!! We will ask for a show of hands at the meeting as to how many of you will participate. If you can't be at the meeting and want to join us, give me a call (228-4632). Last year a few Corvair nuts got together after the parade for a simple lunch. Why not join us?

By the way, the parade is on rain or shine!

The Editor



Prez Sez

Well gang, (as Al would say) you can get ready for the '90 Corvair-ing year by washing the 'ol beloved bucket-o-bolts and bringing it on out to the Loyalty Day Parade on Saturday, April 28. We need all makes of Corvairs and at least three convertibles upon which someone may sit. If you don't want someone on your plastic window, we won't let it happen...so bring the car!

The Wendell August Forge trip will conflict with the parade so we'll put the Forge trip off just a little.

Yo, where are those "Calling All Cars" forms from the March VSJ? I have received five. We have 58 member families, so where are the other 53 forms?

Speaking of forms, did you survive the Form 1040? Having gone near the Post Office on deadline Monday for stamps and having seen the lines into the parking lot, I was truly glad I had filed

mine before the deadline. I went the next day for stamps!

Now I can begin making a decision as to which Corvair to take to the drags. Do I take the coupe that looks ratty and runs like a champ or the ragtop that looks pretty good and runs...well...I have time for "prep."

Speaking of prep, did you read Al's D-Day article? Read paragraph two, last line. Does he mean preparations or preps? (Does this mean you're not bringing your new hot pink Mazda Miata, Al?).

Hey, you guys, are there any closet cartoonists out there? I'm looking for some clever artwork for the cover and the inside pages of the newsletter. Send them to Laurie Maglietta, 17 Lee Avenue, Washington, PA 15301.

Laurie Maglietta

P.S. Barth Day is coming; is your Corvair tuned up?

D-Day 1990

WPCC at the Drags!

Are you ready for Sunday, May 27th? Look at your calendar. On that date it should say WPCC day at the Drag Strip! If it doesn't say that, grab a pen and make it say that--right now!

It's time to get the 'Vair ready for the most exciting event of the year. Dig out your March 1989 issue of the Vair Street Journal and review the Corvair Racing Prep article. Oh, yes, it wouldn't hurt to start on some of those preps!

Everything is set up - same as last year - \$8.00 per carload, 11:00

A.M. show time, June 3rd rain date, etc, etc. All of the vivid details will grace the May Journal. In the meantime, start contacting your old car friends from other clubs and extend a cordial WPCC invitation to join us. The more varied the field, the more interesting the day.

Please, please, please come and join us in your Corvair whether you plan to race or not. This is a WPCC event for many car buffs to observe; WE NEED A SHOW OF STRENGTH - BE THERE IN YOUR 'VAIR!!

Al Friend

CORVAIR

Dick Dandois says there is a place called Surplus City on Rte. 220 in Altoona that sells all kinds of nuts, bolts, sheetmetal screws, etc, by the pound. There is also tools, sandpaper, wire wheels and a building full of sewing material. If you're interested, the hours are MON-SAT 8-5 and FRI 8-9.

Welcome to Josh Cross, a Mt. Lebanon student who parks his '63 loud coupe next to Jay Smith's in the parking lot. Dale Smith wishes the adults shared these young men's trust and enthusiasm!

Convert your CORVAIR into a screamer

... best monster V-8's from the lights and out-corner "turtin sportycars." NEW 116-page book exposes the hot setup secrets for all 60-66 engines, chassis. Covers carbs, cams, ignitions, boring, stroking, big-valves, blueprinting and \$3-saving factory hi-perf. part nos. Factual, uses 284 illustrations to show you how. Postpaid \$5.00. Airmailed for \$5.80.

H. P. Books, Box 5804, Dept. H, Tucson, Arizona 85703

These cars appeared in Hot Rod magazine in nineteen sixty-six

FOREST CHARLEY SPEED SHOP
OF THE
DIVISION
OF
FOREST CHARLEY, INC.

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Best PENETRATOR

20,000 CAMBOWLER SEABEAR CONVERSION KIT FOR IN-BEAM LITE ON ALL CARS WITH 4 HEADLITES. This lamp shines more light at a higher intensity than any other headlamp conversion. Rating-200,000 candlepower. The beam will show a reflective roadsign at a range of 1.4 miles. Double range to 1/2 mile.

This product is a heavy duty shape with greater width than headlights. This product gives maximum coverage of the road ahead. Horizontal spread-11". Vertical spread-6". Full installation instructions included.

80007 278 a pair

CORVAIR OWNERS

Introducing

from
BOCON INDUSTRIES



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Complete
VINYL TOP KIT

MEDIUM

COBRA

Ready to install do-it-yourself vinyl top kit for all make and model Corvairs. Make your's stand out from the crowd... Add \$\$ to its value! Kit includes ready cut and sewn material, moldings, adhesive and easy instructions for quick, simple installation. Available in black or white in textures shown above. Be the first in your area to own one! Be sure to specify color and texture.

Money Back Guarantee

Mail check or money order to:

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P.O. Box 291,
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REFRESHMENTS FOR THE
APRIL MEETING WILL BE
PROVIDED BY JEAN CROUCH
AND MARIE DANDOIS. THANK
YOU, LADIES!
THERE ARE STILL SLOTS
OPEN IN JUNE, JULY AND
SEPTEMBER... HOW ABOUT IT,
WPCC?

May 31, 1889...

The city of Johnstown was all but destroyed by the worst disaster in 19th century America. A neglected dam and a phenomenal storm led to a catastrophe in which 2,209 people died, tens of thousands were left homeless, and a prospering city became a wasteland. The Flood was the biggest news story of its time, and led to the greatest outpouring of charity and the largest organized relief effort the country had yet seen.

The Johnstown Flood Museum recreates this story of great tragedy, and the triumph of the human spirit that enabled the city to rebuild.

A Century Later...

The Museum and Johnstown are commemorating the Great Flood and celebrating the century of progress that followed. The Museum building, listed on the National Register of Historic Places, has been completely restored to house all new exhibits and films. Through related exhibit sites and special tours, visitors can also learn about Johnstown's rich ethnic heritage and its important role in pioneering the modern steel industry.

The Johnstown Flood Museum tells an inspiring story of ruin and rebirth that is unparalleled in American history.

Johnstown Flood Museum Highlights

The Johnstown Flood Museum Captures America's Imagination

The tragedy of the Great 1889 Johnstown Flood still touches on the imagination of America. When a faulty dam burst on the afternoon of May 31, 1889, 20 million tons of terrible waters caused great death and destruction. The terrible waters also changed the character of Johnstown's people forever.

From the destruction rose a spirit of survival and commitment unparalleled in the course of human events. That spirit was celebrated during a yearlong observance in 1989. The Johnstown Flood Museum is the centerpiece for recording the history of Johnstown from the despair of great tragedy to the rekindling of the new Johnstown spirit.

Andrew Carnegie rebuilt Johnstown's public library in 1891. That same structure is today the Johnstown Flood Museum.

Exhibits and a regular slide presentation at the museum trace the causes of the tragedy, recreate the horrible rush of flood waters, and tell the heroic story of the rebuilding of a city nearly destroyed. Original photographs, relics of the disaster, and artifacts of early Johnstown give the museum visitor a graphic understanding of the chain of events leading to the tragedy.

Take a look for yourself. The typical Johnstown resident is proud of the city's heritage and would like to share this history through the Johnstown Flood Museum.

The Johnstown Flood Museum is located at 304 Washington Street, downtown Johnstown.

CALLING ALL CARS

We would like to compile an updated list of all WPCC members. The expanded information we are seeking is important in that when we are looking for particular colors or different styles of Corvair for an event -- we'll know who to contact.

Please be as accurate as possible and send this completed form to: WPCC, c/o Laurie Maglietta, 17 Lee Avenue, Washington, PA 15301.

YOUR NAME _____
 SPOUSE'S NAME _____
 CORVAIR-INVOLVED CHILDREN'S NAMES _____

List year, body style, and color(s) of any and all driveable (inspected and insured) Corvairs that you own.

1. _____
2. _____
3. _____
4. _____
5. _____

YOUR TELEPHONE NUMBER: () _____
 (this will be kept confidential)

*** PLEASE CHECK YOUR NEWSLETTER'S MAILING LABEL. If your name or address is misspelled or otherwise incorrect, please indicate this on a separate sheet of paper.

NEXT MEETING APRIL 24

Corvair Classified

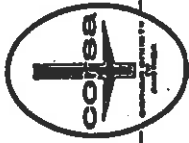
FOR SALE: 1963 4-door Monza, PG, 41,000 mi., looks nice. Jersey Shore, \$4,000. Contact Dick Dandais 726-5606.

FOR SALE: 1967 Monza, 110/PG, 11,418 original certified miles, white/bright blue int., car is solid underneath, (I crawled around on the showroom floor underneath), needs push-tube seals. Car can be seen at Washington Honda-Subaru in Washington, PA. Car has been repainted and is showing some surface rust along crease on doors. Dealer asking \$5995. Call Laurie Maglietta for directions at 228-4632.

FOR SALE: 1967 Monza sport coupe, 110, white, 23,000 original miles. \$2500. Monaca. Call Linda Hall at 728-2950.

Five Years Ago in the Journal

Meyersdale '85 featured eight WPCC Corvairs and would you believe, 4 trophies. A .500 batting average "ain't" bad Bunky! Oh, yes, - it rained that day! Prez Bob McCune kicked off a membership drive and the editor talked about life without leaded gas. The Smith's were in charge of the April 27, 1985 tour of the Three Rivers Stadium and the Pittsburgh Hall of Fame. A guided tour of the Nationality Rooms at Pitt was also on the agenda for a fun-filled day. Some guy named Bill Artzberger was selling autographed copies of a book named "Corvair...A History and Restoration Guide." Eighty-five must have been a pretty good year!
 Al Friend



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
P.O. Box 550 • Midlothian, Illinois 60445 • 312/539-6241

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 membership50
 - *1 year Canadian membership28
 - *26 month Canadian membership56
 - *1 year overseas membership38
 - *26 month overseas membership76
 - 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 Camrzanique".

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 Corvail? _____
5. Approximately how many Corvail-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 our Directors if you have additional questions or suggestions.

The chrome emblems on a Corvail are normally held on by steel spring inserts, which are pushed into holes in the body. Over the years, the retainers rust and eventually cause the body to rust out from the holes. When replacing the emblems, you can avoid this by using common drywall inserts instead of the stock steel retainers. Find a size that the emblem's studs will just fit into, press the plastic insert into the body and push the emblem into the holes.

Emblem Retainers

from Hot Air
South Coast Corsa

Vainmail (Valley Corsa) reports that there's one used on many Chevrolests that fits the Corvail just fine. It has trunnions about 1/8 inch longer than the Corvail part, but the overall distance across the trunnions is the same and the diameters are identical. It fits fine, and is available at most supply houses. TRW #20049. (Corvail's is #20026)

Need a U-Joint in a Hurry?

Jim Reviere
Corvail Houston

Top Latches on mid-60s convertibles were blessed with a singularly flimsy pot-metal hook, and over the years these have failed to withstand the pressure. During a junk yard quest, I found other mid-60 GM convertibles with almost the same top latch hook. Check out those from early Pontiac Tempest and GTO rag roofs, as well as Chevelle mid-size rags. Mounting holes and overall support configurations may differ slightly, but a minor amount of workbench adjusting will do the job.

Loose Lids