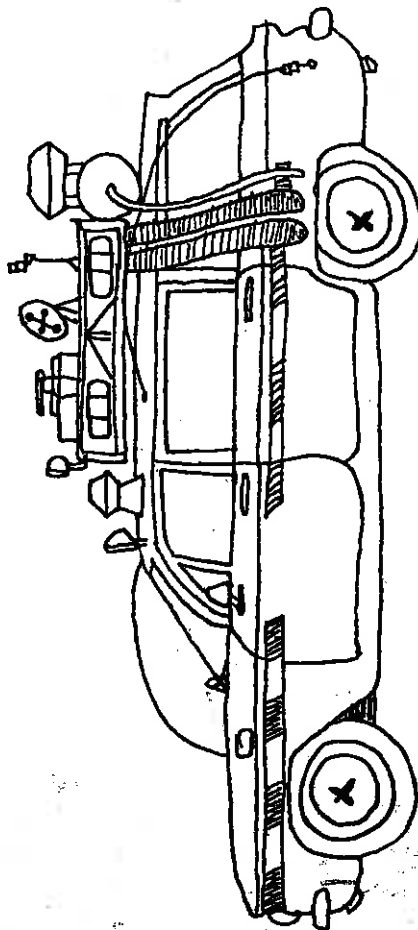


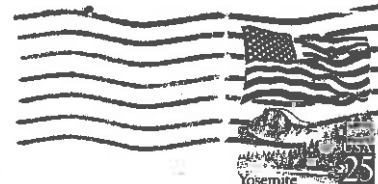
# THE VAIR STREET JOURNAL

MARCH 1990

WESTERN PENNSYLVANIA CORVAIR CLUB



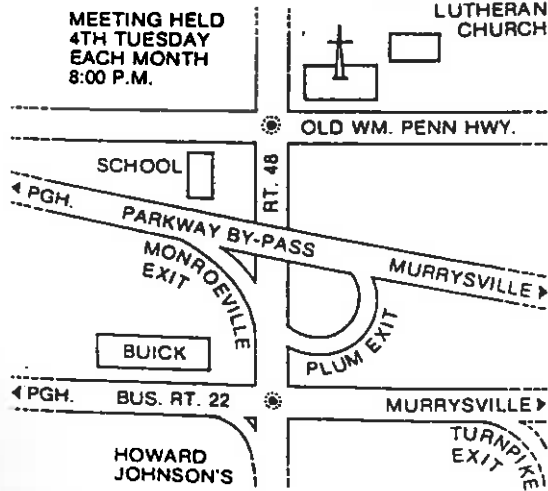
ELLEN'S ESTOMOBILE



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



FRIEND AL&CARDL  
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 Vaire" however, is far from a common car. They are now quite rare, gaining in value, and have so many sensible features when compared to todays 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

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**  
**FEBRUARY 27, 1990**

1990 officers present: president, vice-president, secretary, and treasurer. 1990 board members present: Al Friend, Vaughn Hamlin, Wayne Jones, Ken Maglietta, Dale Smith, and Bob Hieber. WPCC will disburse \$714.45.

with the reading of the minutes at the meetings as done last year and ask only for corrections or additions.

The treasurer's report was approved as read. Irene Artzberger reported a balance of \$714.45.

**Old Business**

Dale Smith gave a brief report on the Holiday Party which was enjoyed by all who attended.

New member, Dave Capone, was recognized. Dave has a '62 convertible.

**New Business**

The president recapitulated the events calendar for 1990.

Pennsylvania Corvaire Club."

One idea proposed at the board meeting was the adoption of a highway by WPCC. Dale Smith received a letter from PennDOT acknowledging our interest in the "Adopt-a-Highway" program. If the plan goes through, WPCC agrees to pick up litter along a 2-mile section of highway 4 times a year for 2 years. A sign will be erected stating: "This section of roadway is maintained by Western

An oldies dance on March 3 was announced. Bill Brill reminded us about the Meyeredale Car Show in April. April 1 is for lates and April 8 is for earlies.

Judy Jones presented the trip information about the Wendell August Forge tour in Grove City. There are various craftsmen at work and a mill is operating. The date for this event was not set because the tentative date conflicts with the Loyalty

Day Parade.

Vaun Hamlin presented the May 20 Scott Township Park Car Show with proceeds going to the School for the Blind.

Al Friend showed us a copy of AWESOME magazine in which there was a write-up of the Keystone Raceway Drags.

The Canonsburg parade organizers want only 6 Corvairs from our club this year. Irene Artzberger read a letter pertaining to this event. WPCC will still receive \$50.

Jay Smith reported that Corsa Ontario is expecting WPCC to be at their Trillium Concours this year. Dale says that it is about a four hour drive and is just over the border.

Once again, Bill Artzberger is our Liaison for the Vintage Grand Prix. WPCC will be providing security again. Bill said that there is a special interest car show for a \$10 donation. Bill said the plaque award is unique. There will be free breakfast and lunch and a party at 7:30 following the event for all of those who help at the event.

Al Friend reported on the Johnstown Flood Museum Tour this year.

Dale Smith and Bob Donnelly are keeping up with the information on the September 9 Century III Mall Car Show. There will be three classes for Corvairs.

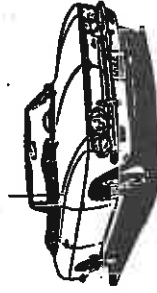
The Strasburg Car Show will be in York, PA this year on September 8 and 9 at the Sheraton Inn there.

Once again, WPCC will go to Hershey on October 13. Dick Breier has volunteered to do the preparation for the bus trip again this year.

Vince Gazzo offered to take a group through the Penn Joint Water Authority Treatment Plant. The plant is about 20 minutes from Monroeville on Frankstown Road.

Dave Rabyonio still has lots of parts he had to get rid of last month.

The meeting was adjourned at 9:03.



# 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 \_\_\_\_\_

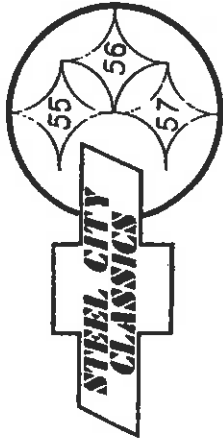
CORVAIR-INVOLVED CHILDREN'S NAMES \_\_\_\_\_

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.



# INDOOR SWAP MEET SUNDAY, APRIL 1

SOUTH PARK FAIRGROUNDS, MUSEUM BLDG.

2 FLOORS  
OF SPACES

ADMISSION FREE!

8:00 AM - 4:00 PM

SPACE LIMITED - VENDOR PREREGISTRATION  
REQUIRED. VENDOR DONATION REQUESTED.

FOR VENDOR REGISTRATION OR INFO CALL

831-1597 AFTER 7:00 PM

The sign-up sheet for refreshments is quite bare! We will try again to fill it at the March meeting, won't we? I guess I'll take care of March. (Gee, I wonder how K-rations will go over?) The editor.



Please make these corrections and additions to your 1990 events calendar:

1. ADD Meyersdale event to April 1 (late model Corvairs) and April 8 (early model Corvairs).
2. CHANGE Vintage Grand Prix dates in July to July 21 and 22. The 21st is the day that WPCC provides security.

## Mom's White Sport Sedan (Or it better start at the first turn of the key!)

(This article comes all the way from Sunnyvale, California. I would personally like to thank Herb and Gae for sending this our way. --Laurie)

We had been transferred by company business from Sayville, LI, New York to New Orleans, Louisiana and we could not take six Corvairs with us. It was a sorry time to sell the '65 Regal red Monza, automatic; '65 yellow Monza, three speed shift; '65 black Monza, automatic; '65 red 500, automatic; and '67 tan sport sedan, automatic. The '64 Greenbrier deluxe, camper option, we drove to New Orleans with our household goods in transit.

Our goal was to get an air conditioned car for the hot weather. I located a '65 white sport sedan Monza, automatic with air conditioning - but no radio. It had been in the flood that spring and a dealer had it on the side lot. It needed a paint job. The electric

had been replaced. The engine had the oil and the filters changed. So we bought it with a new paint job - white. The air conditioner worked real cold.

Mom had her sport sedan - four doors - automatic with air conditioning. Best of all it started every time on the first turn of the key. Everything was great - Mom's sport sedan even won an auto show award for original closed late model Corvair. The New Orleans Corvair Club was a great bunch with Al Grille as president.

Two years later a job move was made to Pittsburgh, Pennsylvania in December. Mom's sport sedan went in the moving van with our household goods. We drove the '64 Greenbrier (Kermit) to Pittsburgh and arrived in an ice storm. Some change - first thing done was snow tires with ice studs for both Mom's sports sedan and Kermit.

The next five years in Pittsburgh, Mom used

her sport sedan in all kinds of weather imaginable. The only problem was one winter the automatic transmission would not go in reverse. Normally you could tolerate that for a little while. However, we had a driveway which slanted down to the backyard. In order to get out of the driveway, you would drive down to the backyard, make a circle on the lawn and go back up the driveway and out.

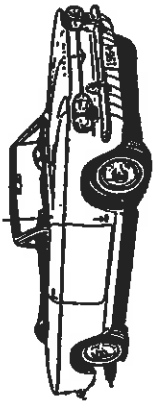
I tried to fix the transmission to check if the "C" clip was in place - laying on cardboard, on top of the snow. It was a warm 25 F day. Eventually the transmission was replaced by Vaun Hamlin, and everything was fine until Superbowl Sunday. We visited friends for the day. It was bitter cold out, and Mom's Corvair started right up. However, the heater blower fuse blew and we drove home with no heater - only a little defrost air kept a small visible glimpse of the snowy road directly ahead in the dark. We made it home over frozen ruts. The Corvair Club in Pittsburgh were a superbunch with their hospital-ity.

One time I used Mom's four door Corvair to move a son from college. He had a stuffed chair, rug, and lots of clothes and books. We made it by inverting the chair in the passenger seat and putting the rug, like a horse shoe, in the front trunk. The son sat behind the driver with loads of stuff. That four door also transported antique tables by rolling both windows down and straddling the open door to load the car.

Our next business assignment was San Jose, California where we transported Mom's sport sedan with the household goods. Once in California, new tires were in order, without studs. Our friends, Dale and Ellen Smith and boys drove Kermit west on a vacation trip to San Jose. Now, Mom's sport sedan got a break and a good polish job. It won an award with the Corvairs at the Stanford University concours as original late model - with no radio. The San Jose Corvair Club is a very active club with its many activities. Today, five years later, Mom's Corvair still

starts at the first turn of the key. It still turns heads as people ask who made it! If you look hard under the back seat, you can see rust from the flood of New Orleans, but Mom still loves her '65 white sport sedan.

Herb Horn



## NEXT MEETING MARCH 27

*If you have not paid your  
1980 dues, you will not  
receive any further issues  
of the Vair Street Journal.*

Dues are still only \$10.00 per year!  
Bring your payment to the March  
meeting or send a check payable to:

WPCC

Mail to Irene Artzberger  
305 Golf Drive  
Pittsburgh, PA 15229

### D-Day '90

Don't look now, but "D-Day '90" is exactly two months from this meeting night. Yes, folks, May 27 is indeed "D-Day '90". Don't miss it; get your Vair in fighting form now. Surely, you don't want to be the only member to do down in history as being beaten by the Artzberger Boss Model-A, do you?

Let's work to make this truly an old car event this year. Stop and think a moment--who do you know that has an old car and would love to join us for some fun in the sun this year? You all know someone -- get on the horn and extend a cordial invitation. It's the right thing to do!

Dale Smith says that the '55, '56, '57 Chevy Club will be joining us this year. Hey Dave Moore, what's the North Hills Sports Car Club doing that day? We are all representatives of the Western Pennsylvania Corvair Club; we are a friendly club aren't we? We'll get on the phone and invite some old car friends to join us. If

they don't want to race, tell them to pack a picnic basket and park in our private exhibit area behind the stands.

- Al Friend

### Five Years Ago in the Journal

WPCC prez, Bob McCune, gave quite an inspiring talk to the troops in his "Prez Sez" column. No wonder 1985 was a good year for Vairing! Bill and Irene Artzberger would provide entertainment at the March '85 meeting with their slides of their fabulous trip to the Middle East. Would you believe Bill filmed a Corvair in Cairo?

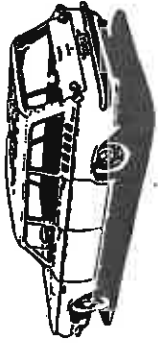
The Meyersdale Maple Festival was our kick-off event, as usual, on the 24th of March that year. The previous meeting featured a fun but sort of sad going-away party for Herb and Gae Horn. Gee, yours truly even submitted two tech tips in that issue.

Al Friend

For the March 28 tech session, Dale Smith will speak about leak detection in underground storage tanks. While this is not a specifically Corvair-related topic, it is one of vital importance to all who have any interest in our environment.

Dale has explained that one of the major expenses facing all service stations is leak detection for underground storage tanks. This is and should be of interest to all of us because ultimately the Environmental Protection Agency is enforcing the regulation to protect our drinking water and environment. While up to 70% of the population of the United States depends on groundwater for drinking, even the smallest leak of petroleum products from an underground storage tank can ruin a water supply.

Dale Smith has invited an engineer to join us at the March 28 meeting for the tech session. This should be a very informative talk so you won't want to miss it.



### Tech Tip

This tech tip comes from Lew Rishel of the San Diego Corvair Club: The radial venturi cluster in the carburetor can be a source of a vacuum leak. Over the years of heating and cooling from normal operation, its bottom can warp and not fit tightly on its mounting surface.

A repair solution is to remove the two brass tubes and flatten the base. Place a piece of fine sandpaper (he suggests 400 grit wet-or-dry dampened with gasoline or WD-40) on a flat, smooth surface, rub the base of the cluster back and forth until it is flat. Reinstall the cluster with a new gasket and a possible leak is avoided. He suggests checking the tubes for obstructions. The small one is in the idle circuit and its opening should be 0.025; any larger and you may have difficulty with the idle mixture adjustment.

### Prez Sez

This month I'd like to relate a sort-of tech story of my own.

In February I began performing cancer surgery on my Jap car, so I have been using my blue Corvair coupe more often, usually on the coldest days of the season.

Coming home from school one day the darned thing just shut off. Attempts to restart it failed. [Maybe the gas guage is wrong and I'm out of gas.] Fifteen minutes later I have five gallons of gas in the tank for sure. Turn the heater

key...nothing. Wait a minute, that's it! No electric fuel pump cluster! I check the fuse (the former owner has wired the fuel pump into the heater circuit) and sure enough, it's toasted. I pry the fuse out of the radio hole and press it into the heater hole. This gets me home, bloody knuckles and all.

I bought all new fuses of the right amperage rating and replaced all the fuses --they're all probably 25 years old...right? The car was

O.K. for a couple of weeks and it happened again. I think to myself, "What am I doing when this happens?" Uh-huh, running the heater.

[Sneak mom's Cadillac out of her garage while she's asleep and bring in the exiled coupe.] Disconnect the fuel pump wire, turn the heater blower on and...plink! the fuse is toasted again. Great. I have to get under this slop-covered car to get the blower out and the screws are probably so rusted the heads are going to twist off.

Well it took two minutes to block, jack, and support the car and only five minutes to get the screws out. I couldn't believe it - NO RUST!

The motor, however, was another story. It took vice grips on the shaft to get it to turn. "That's a sealed motor," dad said. (That meant a \$36 per hour mechanic would throw it in the circular file and sell me a new one.) But dad says he had a '67 Olds Delta Custom that needed a \$100

blower motor (sealed) and he fixed it. Go for it, I said; what've we go to lose.

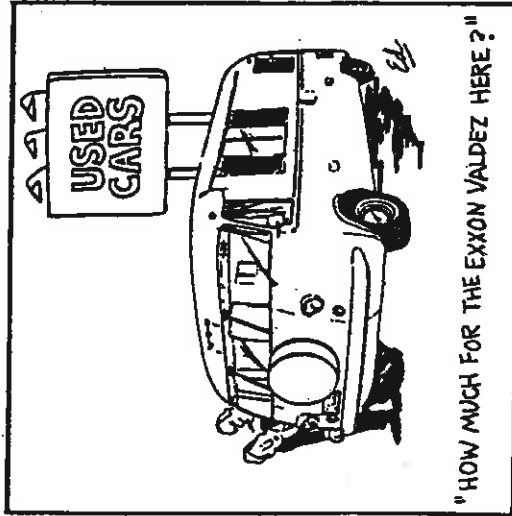
Here's the tech tip part: We drilled a hole in the side of the casing near the bottom-most lobe. The shaft had frozen to the brass bushing in the end. With a little tap of a hammer, a little penetrating fluid in the hole, and a lot of spinning on the electric drill, the shaft finally spun free. We oiled it,

plugged the hole with silicone, tested the sucker on a battery charger before I reinstalled it, and voila! I have moving air.

Now if I can just get someone to help me put new push-rod seals in, I can put the heater pans back on and have hot moving air!

The moral of the story is... a little dad'll do ya!

Laurie MagWheels  
Maglietta



"HOW MUCH FOR THE EXXON VALDEZ HERE?"

Dick Dandois found a '65 convertible in restorable condition at a reasonable price. It has a power top and 140 engine. Call Dick at 726-5606 for details.

Armin Abramson is looking for a bench seat for a '62 coupe. He can't sit in the bucket seat anymore. Call him at 832-5637.



## Corvair Society of America

Founded in 1968 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 . . . . . 58  
 \*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 Communique".

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? \_\_\_\_\_ Body work? \_\_\_\_\_ Major \_\_\_\_\_ Minor \_\_\_\_\_
6. Do you do your own mechanical work? \_\_\_\_\_
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.