

THE VAIR STREET JOURNAL

WESTERN PENNSYLVANIA CORVAIR CLUB

AUGUST 1991

© 1981 North American Products, Inc. All Rights Reserved. 14 GAL. GAS TANK WT. - 2515 LBS.

CHEVY'S LAST CORVAIR! (1969)

FROM #2467

1969 FOR SALE

A TAKE FOR US
WESTERN PA. CLUB
SEATTLE
HAPPY &
GALVESTON
-YOUR MAN
STAND BY
JEAN
TRACES
ANY WAY
DON SIDES NOW
MAN IN AN A
SQUAR, SQUAR
-SHINE IN
LET THE SUN
SUSPICIOUS MINDS
A BOY NAMED SUE
SWEET CROOLINE
IN THE YEAR 1929
SPINNING WHEEL

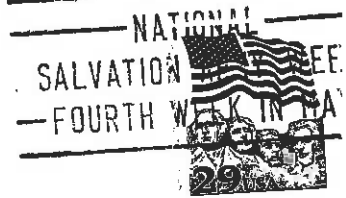
1968-69 CORVAIRS HAVE NEW SIDE MARKER LIGHTS. (1968 FRONT LENSES ARE WHITE, WITH AMBER BULB. W/CF 12ERS) ON 1969 CORVAIR.) FINAL CORVAIRS BUILT, MAY, 1969. ONLY 6,000 1969 CORVAIRS BUILT, SO THE '69 HAS ALWAYS BEEN SCARCE!

THE FIRST CORVAIR WAS THE 1960 (INTRO. FALL, 1959.) ALL CORVAIRS HAD AIR-COOLED REAR ENGINES (6 CYL.)

3.87 on
3.55 GEAR AUTO

TURBO AIR 184* ENG. AVAIL. WITH 95, 110 OR 140 H.P.

Courtesy of Bill Borland



158
Western PA. Corvaire 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

AL & CAROLE FRIEND
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 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 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 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 _____

CORSA Member? Yes No. # Corvaire owned, yr., model _____
 Recommended by _____ Amount paid _____ Other car clubs _____

Other information: _____

Minutes of WPCC Meeting

July 23, 1991

Officers present: pres. Dave Fabyonic, v.p. Wayne Jones, secy. Pat Greenwald, treasurer Irene Artzberger.

Board members present: Dick Dandois and Vaun Hamlin.

The minutes were approved as printed in the Vair Street Journal.

The treasurer's report was read and approved. The balance is \$621.94; there are 72 paid members.

Old Business

Bob Hieber thanked everyone for the well attended Crafton-Ingram parade. Bill Brill and Walt Baldinger expressed frustration in getting to the parade site. It is hoped that this problem will be corrected for next year. Vaun Hamlin suggested that a letter be sent to the parade organizers stating our pleasure in participating in the parade but letting them know of the problem the drivers are having getting through the police lines to get to the starting point. Wayne Jones agreed to write the letter. Bill Artzberger reported that the Brentwood parade was also a success. There was no one present at the meeting who attended the Cannonsburg parade.

Vaun reported that everyone enjoyed the club picnic, especially the ice cream and sherbet. Irene remarked about the nice site and very nice playground. Thanks to Vaun for a job well done.

Wayne stated that the second Penn-Dot clean up went ok but we definitely need more people to make the job go faster.

Bill reported that the Station Square Car Show was remarkably better than ever before. There were 130 cars and a profit of \$2000 for

the museum. Net year's theme will be "Cars That Were Made in Pittsburgh."

Bill also thanked all who helped with the Vintage Grand Prix and explained about the distribution of the hats, goodie bags, and license plates. There were about 12 Corvairs in the show.

Bill Brill gave some details of "Old Fashion Days" at Idlewild on July 17. Four club members' cars were among the 393 in the parade. Next year it will be a two day event on Memorial Day weekend.

Don Baker brought pictures of the Pittsburgh Welcome Home Parade and thanked everyone who participated. Don also had newspaper articles and pictures of the Vintage Grand Prix.

Bob Hieber explained that the Steel City Classic at South Hills Village on September 8 will have a corvair class if WPCC provides the trophies at a cost of \$42.00. Dave asked everyone to think about it until next meeting when we will take a vote.

Wayne passed out pamphlets and gave details of the Bedford Village event. He needs to know how many are going tonight or call Judy a.s.a.p.

New Business

Al Friend had fliers for the September 8 Monroeville Rotary Club event for charity.

The August 10 Antique Car Eastern Regional is at the Butler County Community College, not at the Butler Fairgrounds as reported in the last newsletter.

Marie Dandois had information about the August 10 Mountain Country Auto Show in Emporium on Rt. 46 and the Car/Truck show in Indiana, Pa on August 11.

On a motion by Bob Hieber and a second by Bill Brill, the meeting was adjourned. Refreshments and a tech session followed, courtesy of Vaun Hamlin.

Bradford Village Tour

It seemed like old times again. Wayne and Judy did a fine job of scouting out our Sunday, August 11th Corvair event. Starting with the weather, the report was near perfect. (Due to the extreme lack of rain in our area, we would have welcomed it. Where were you, Al?)

While the central meeting point was New Stanton, some of us chose to rough it and take Route 30. We planned to hit the flea markets along the way and budgeted our time accordingly.

The only Corvair parts that turned up were a few '66 Monza hubcaps!!

The E.T.A. (estimated time of arrival) was 12:30 and 22 enthusiastic WPCC members swooped down upon the huge parking lot at "Old Bedford Village."

There was a slide show in their theatre on what visitors could expect to see and visit. Then it was about a three hour walking tour through the 40 buildings with displays relating to Bedford County and area history.

We walked away with a nostalgic feeling and a better appreciation of our heritage.

Then it was about a 10 mile drive to "Slick's" Restaurant where a table was pre-arranged for our club. The food and service and atmosphere was beyond our expectations. (And the price, too! As Wayne stated in the last newsletter: It was "cheap"!)

It takes a lot of planning, time, and effort to exercise a club function. Members who become involved are to be commended. Thanks to Wayne and Judy from all of us.

Bill Artzberger

The Butler Old Stone Region A.A.C.A. hosted the 1991 Eastern Division Special National Fall Meet, August 8-10th. The Days Inn was the host motel and the concours and flea market was held at the Butler County Community College Campus with the Saxonburg Trolley being used as a shuttle which provided regular service between Days Inn and B.C.C.C. Some of the activities were an ice cream social at the college and an Historic Butler County Tour.

The scenic beauty of the B.C.C.C. and the beautiful cars that were displayed made Saturday's concours especially enjoyable, not to mention the apple dumplings with ice cream we ate for lunch. The day went quickly and at 3:00 P.M. we left the concours to relax and to get ready for the awards banquet.

W.P.C.C members **Al and Carole Friend; John, Gayle, and Laura Gundlach; and Gene** and I enjoyed being together for the awards banquet. All in all, if I remember correctly, seven Corvairs took trophies. Winners included **Friends'** white 1964 Monza --- 1st Jr., **Gundlache'** black spyder -- 1st Jr., **Gene's** red spyder -- 1st Sr., and our blue Corsa -- 1st Jr.

It was a great night for Corvairs and congratulations go to the Butler Old Stone Region A.A.C.A. for a well-organized and most enjoyable meet.

Connie Rising

Sept. 8 All-Chevy Show

Sunday, September 8th is the day of the annual All Chevy Show being held at Hills in West Mifflin. Registration is from 8:30 A.M. until 1:00 P.M. with a fee of \$5.00. The show is open to all Chevrolets, '74 and older. Awards are presented at 3:30 P.M.

Batey Chevy Show

On Saturday, August 4, Batey Chevrolet held their Third Annual Car/Truck Show with a parts swap meet. As a result of a half-page ad in this journal, the show was well-attended by VPCC. Members came from near and far. As near as Mt. Lebanon and as far as Washington, PA. The members were so numerous I hope I can list them all. The near attendees included **Dale** and **Brian Smith** with **Brian's friend, Dave**. The far attendee was **Laurie Maglietta**. And then there was yours truly and **tha - tha - that's all, folks!**

Dale's two cars were the only Vairs in attendance. The red 1969 convertible spent the day in the air-conditioned showroom and took first place in its class, the largest class of cars there. The car has now been dubbed "The Big Bad Wolf". Thanks, Mr. Artzberger, for building it.

Laurie's coupe is in the shop yet, and my convertible is being temperamental when it comes to fuel pumps, spraying more over the engine than in it. I've been procrastinating the electric pump conversion. So there were two cars and three member families. WHY? No one reads this journal. WHERE? South Hills Location. WHEN? Steeler Sunday. BULL!! Several others in attendance went to the game! HOW? The club in general does not care!

Now for those who do read and care but could not, for whatever reason, attend. We did have a very nice time. There were street rods, customs, stock-is, a truck you could walk under (I Hate Them!), and models from Avanti to T-Bucket. It was a day filled with nice cars and people from the many other car clubs. The only disappointment of the day was that the D.J. taking requests did not have Laurie's request, "Beep, Beep". We concluded the day with the usual food fight at the Greentree Ground Round. Brian got a lapful of water.

Bob Donnelly

Cruisin' at Ronnies

For those of you old enough to remember the days of the Drive-in burger stand, where the norm was the sight and sound of hot cars tearing off into the moonlight with the hot new sound of Rock 'n' Roll coming from the radio. And don't forget your hot date.

Well, a fifties diner complete with car hop service has been recreated in Imperial, PA called "Ronnie's Cruiz-In". There are cruises every night with special attractions on Tuesdays.

I went with the Smiths on Porky Chedwick night. Pork the Tork signed autographs, mingled with the customers and spun the platters. Between Pork and the regular D.J., we heard the real Pittsburgh oldies, not the new oldies like plays. It wasn't just memories of the fifties; it's real, or should I say UN-REAL! Car hops, Poodle skirts, Drive-In speakers, cruising music, and hot cars. There are cruises, and then there is Ronnie's which takes you back to the fifties in every way. While there, it's not 1991 but 1955 or maybe 1963 if you want to stretch it. After this experience of a Blast Into The Past, any other cruise just won't be the same. I'll still attend others, they just won't mean much.

Bob Donnelly

Den Ross recently suffered a set-back in his health department. It would be appropriate to phone him and wish him the very best. 242-9947 is his phone number...get up and do it now!

While you are near the phone, call **Bob McCune** 856--9392. He hasn't been to a meeting for awhile and may appreciate your invitation and concern. Incidentally, he has a very, very nice Corvair for sale.

1991 Vintage Grand Prix

The Vintage Grand Prix for 1991 has been another great event for the Western Pennsylvania Corvair Club. We can all be proud of the club's showing both as volunteers and as participants.

Once again we showed our colors as hard-working car enthusiasts by manning the premier area of the car show. With our watchful eyes we were able to display and monitor millions of dollars worth of irreplaceable antique automobiles. As a result, the owners felt no qualms about leaving their prized possessions in our capable hands. A strong "thank-you" goes out to **Bill Artzberger** for heading up the activities by the fountain and equally heart-felt appreciation to all of the other members of his crew.

Meanwhile, up on Flag Staff Hill, the number of Corvairs was pleasing. It has been a long time since this reporter has seen so many different Corvairs in one place at one time, even at the meetings. The cars took their rightful place alongside many other makes and models. The more than ten Corvairs showed a solidarity of membership greater than any other model in the 50's or 60's class.

With the same level of participation at more highly publicized events, such as the Vintage Grand Prix, the club can do a lot for the prestige and collectability of our cars, as well as the value.

Raymond A. Horn

Thanks again to all the WPCC members who assisted at the Pittsburgh Vintage Grand Prix. The Corvair display was a welcome sight. They received as much attention as the Corvettes that were parked nearby. We delivered our message: Corvairs are alive and well!

I have a few lapel pins and license plates for any members who did not receive theirs in the "Goody" package. But no hats this year. Also there are a few posters and programs available.

We do not have a total figure for the charity but it will be announced as soon as possible. Remember that your donation (car show registration) is tax deductible.

Bill Artzberger

Sept. 15 WPCC Picnic

Sunday, September 15 is the WPCC picnic at Jewel Acres (Maglietta farm). We will meet in the parking lot of the Washington Plaza near Taco Bell at 1:00 P.M. The caravan will depart Taco Bell at 1:30. If you miss us, you are on your own. From Taco Bell to the picnic site the trip takes you approximately 20 miles so make sure you have enough gasoline before you leave Little Washington. (There are many service stations near the Taco Bell)

DIRECTIONS: From Pittsburgh take I79 south to Washington. Go east on I70 to exit 7A Murtland Avenue. At the end of the ramp look to your right. Go to the Taco Bell parking lot. We will meet there and cruise together to my grandmother's farm. For those of you who will be coming from the East, take I70 West and get off at Exit 7B Route 19 South. You'll see the Taco Bell on your right as you go under the highway.

For those of you who don't want to cruise with us or can't make the meeting place on time, here are your directions. From Pittsburgh take I79 south to Washington. Go West on I70. Take exit 6 Jefferson Avenue. At the stop sign turn right. At the light, turn right. Continue on this road (Rt. 844) for approximately 4 miles. Turn left onto Route 331 West and follow the signs. If you get lost, call 228-4632 or 663-5678.

This is a bring a side dish picnic. The burgers, dogs and drinks will be provided. If the weather's nice and you want to fish, bring your pole. You can bring your swim suit if you don't mind leeches and muskie.

"

**NEXT MEETING
AUGUST 27**

**This Space Reserved
for
Your Article**

Letter to the Editor

An open letter to the Editor:

As an avid, devoted reader of the Journal and a reasonably active member of WPCC, I would like to take a moment and thank you for your efforts to create a truly terrific club newsletter.

BUT, why do you have to create it, or so much of it? This is the first year that I have not found one article entitled "Prez Sez" nor even a replacement article by another officer. There has not been a single article written by a director, and where has "Five Years Ago in the Journal" gone?

I'm at an absolute low ebb; disgust is probably the better word.

J. Dale Smith

An open letter to an avid reader:

First, I thank you for the complement.

Second, in reference to the comment by Mr. Bob Donnelly that "no one reads this Journal", I have long suspected that this was the case. However, I have continued to publish it, often times having to create (to use your description) parts of the Journal, hoping that (and wondering if) the contents were of interest to the majority of the members of WPCC.

Why do "I continue?

When I first joined the club, I drooled at the mailbox for my *Vair Street Journal*. I sat on the steps and read it before opening any other mail; it took me about ten whole minutes to read it from cover to cover.

When Ellen Smith, then editor-in-chief, became "burned out", I had just bought this computer and was willing to take over the Journal. (Perhaps the fact that Ellen begged someone in the club to take over the job before she was driven to commit some felonious crime was the reason I volunteered to accept.)

The Journal has not changed much since Ellen was editor. I added a few borders around the pages; that was all. At one meeting I suggested moving the delivery date two weeks earlier. I was told that the members would forget the meeting date if I did that. So, from that, I concluded that the only reason we needed the Journal was to remind members of the meeting date. A date that has always fallen on the fourth Tuesday of every month.

I know how hard that is to remember.

A fifteen cent postcard would serve that function.

But someone else told me that the Journal is what holds the members together, and to that I add the phrase, "that, and the Corvairs we own or desire." Being seventy-five minutes away from the meeting site, I can sympathize with those members who live far away and who cannot attend meetings and events. Therefore, I continue to publish the Journal, hoping that (and wondering if) the contents are of interest to the majority of the members of WPCC.

But I digress.

Why do I have to create the Journal or so much of it? Quite simply, I do not receive much in the way of news. Perhaps I have offended the members, I don't know. Hmm. Perhaps I should offend the members -- maybe a little feisty article would stir them to write me at least a rebuttal.

WPCC has approximately 70 member families. That comes to at least 140 people who are able to share something. Let's see, 140 people divided by eleven journals per year, with four member articles per journal... that translates into each member having to write a journal article only once every three years. The way it is now, I have about five dedicated contributors, for whom I am deeply thankful. These people carry the load.

I hope I have answered your question. I am truly sorry you feel as though you are at a low ebb.

I understand this response has been a little wordy but the opportunity presented itself to gently vent a little steam.

Laurie Maglietta, editor

Corvair Classified (Fordified!)

FOR SALE: 1966 Monza coupe, red with black interior, 110, auto, 30,000 miles with all receipts, absolutely beautiful, one little old lady owner since new. 561-2456 or 563-4047.

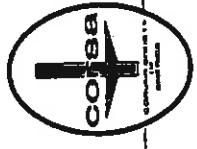
Issy Krouse phoned to say he has some Corvair and miscellaneous items for sale and needs the money! He is also aware of four Corvairs from his New Bethlehem area that are for sale. Call him at 814-275-3958.

FOR SALE: 1968 Corvair coupe, blue, fair condition \$400.
 1964 Corvair sedan, purple, fair condition \$400.
 1968 Corvair coupe, green, for parts only, free.
 extra wheels for all cars. Call William Kossack 327-1953.

FOR SALE: Not a Corvair, but a real gas saver. 1982 Escort, Georgia car, 4-speed with A.C. new cylinder head, (interference valves) new paint (custom style) new tires, new brakes, new muffler, new clutch, new wheel cylinders, new c.v. boots. More than \$1500 in parts and repairs, not including labor. Sell for \$1800 firm. Ready for the drag strip...it's that good! And no luxury tax is required. 364-6842. Bill A.

Many have questioned, how big is a Corvair? Well, a little quick research denotes that the length and width of a late body Corvair is exactly the length and width of today's Chevy Corsica. The Corvair is, however, 4.5" lower than the Corsica which stands at about 56".

Dale Smith



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? _____
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.