

The Corva article contributed by Bill Artzberger - Thanks!

MARCH 98

Western Pa Corvaair Club

Minutes of the March 24, 1998

Officers present:

- Steve Puskas, President
- Wayne Rockhill, V. P.
- Pat Greenwald, Secretary

Board members present:

- Dave Fabyonic
- Jim Heatherington
- Bob Hieber
- Don Cekus

The meeting was called to order by the president, Steve Puskas. Bill Brill's treasurer's report was read by Steve. The current balance is \$2,349.91, and there are 60 paid members.

The minutes of the February 7th board meeting were read and approved.

Steve announced that a new "Member of the Year" trophy had been purchased and presented to Bob Hieber at the February board meeting.

New members Tim Desmond, and Kerry and Linda Watkins were introduced.

Events scheduled for the next few months were discussed. For the April 26th Myersdale Maple Festival event, members will meet at the McDonalds in New Stanton at 9am.

Bob Hieber will have details of the May 24th Keystone drag racing event in the newsletter.

Bob distributed information flyers and registration forms for a road rally/scavenger hunt sponsored by the Easter Seal Society on May 2nd.

Don Cekus had some details of the June 13th Frick Art History House Tour sent to him by Bill Artzberger. The fee will be \$6 if 20 people are attending.

Don Baker discussed the Vintage Grand Prix events.

Steve reminded members not to delay in making their reservations for the Corva Convention.

Vaun Hamlin reported on the March 22nd meeting of the Legislative Council. Vaun is currently the president of the council and encouraged anyone with an issue for the council to contact him.

The meeting concluded with Steve's 'riveting' tech session on Corvaair fuse boxes.

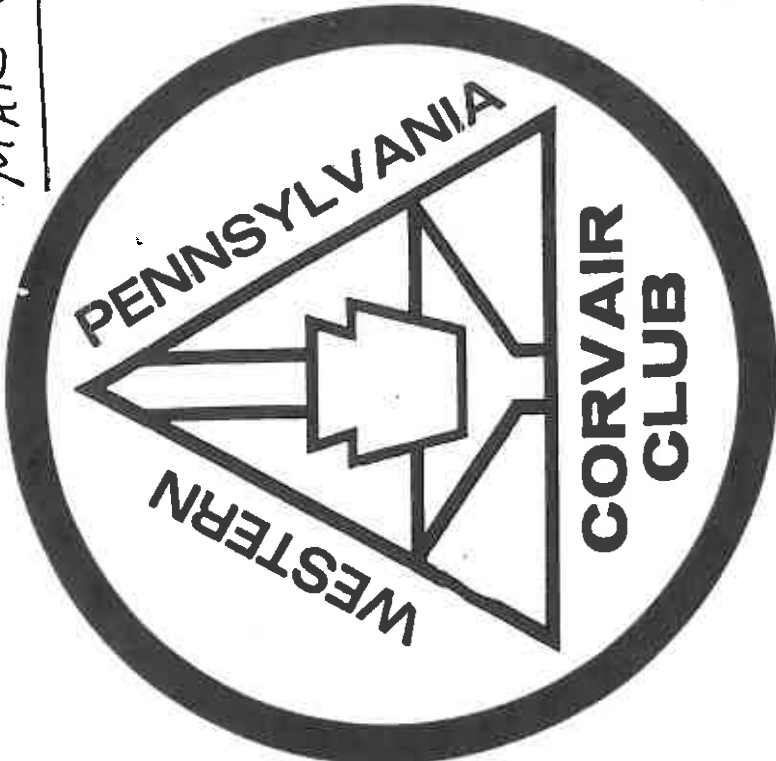
On a motion by Vaun and a second by Wayne, the meeting was adjourned.

Respectfully submitted,
Pat Greenwald, secretary

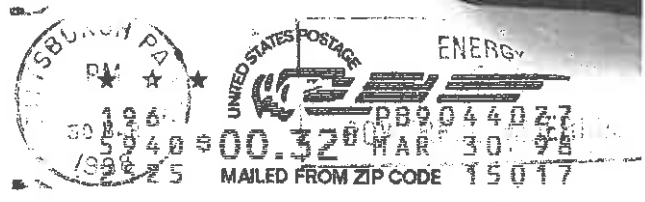
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between the Corvair, Mustang & Barracuda - an opinion.

After testing the Corvair, Mustang fastback & the Barracuda, we would be craven cowards indeed if we didn't try to draw some comparative conclusions. The reader who entertains any thoughts of buying one of the three is bound to want us to make a choice. So we'll try - with as little equivocation as possible - to give you our opinion, based upon our personal reactions to the three products involved. The basic Mustang without any performance equipment, is kind of a bargain Thunderbird. It has no particular vices, but it has no great charm either except that, like the Thunderbird, it has original and unique styling with enormous appeal to the general public. With the addition of heavy-duty suspension and a hotter engine, it becomes very fast and very exciting to drive. Unfortunately, part of this excitement stems from Ford's antique Hotchiss-drive rear suspension (abandoned on the big Ford line this year), which allows the back end to slide at a furious rate. Our test car could best be described as a lightweight, extremely responsive Super-Stock, for it more nearly resembles a potential drag winner than a true GT car.

The standard Barracuda is a very disappointing car, in that it really isn't as nice to drive as the other cars in the Valiant line from which it is derived. It also suffers from a styling treatment that lacks the distinction of the new Corvairs and Mustangs. However, it fairly blooms with the addition of better suspension and a more powerful engine. It is not as powerful as the Mustang, nor as sophisticated a handling package as the Corvair, but it strikes a nearly perfect compromise between the two. In it's most sporting form - like our test car - it is a delight to the enthusiast-driver. It goes fast enough, and it handles the way a man who's had some time in European GT cars would like it to handle. We were very impressed by the Barracuda as we tested it.

The Corvair, in it's most basic form, is a far better car than either of the competitors (also in standard trim) we're discussing here. The regular Corvair handles beautifully and needs no heavy duty suspension. The car's only flaw is the limited potential of it's air-cooled, six cylinder engine - in it's most powerful "cooking" versions of the Mustang's 289 V8 or the Valiants 273 V8. In it's favor, it has a styling treatment that is one full cycle ahead of it's competition, and this will surely offset its more moderate performance.

forms, how about the ones that lie in that middle ground - the ones that most people will buy?

Considered in that light, their performance begins to equalize. The most popular versions of the three will be within fractions of seconds of one another in most accelerating situations, and their comfortable cruising ranges are nearly identical. It is here, when we evaluate the three from the typical moderately-enthusiastic driver's point of view, that the Corvair wins.

And it's here too, that we have to go on record and say that the Corvair is - in our opinion - the most important new car of the entire crop of '65 models, and is the most beautiful car to appear in this country since before World War II. When the first Corvair Monza appeared, it caught the fancy of hot-rodders and sports car enthusiasts alike. Big, successful businesses were built to supply the demands of the quarter mile crowd - Eelco, Ieco, Bill Thomas, on one hand, and the sport's car people - John Fitch, EMPI, on the other. Nobody seemed to mind that it would never go very fast, no matter how much speed equipment they loaded on it: they just plain loved the car. This new Corvair will kick off a second phase for that accessory business.

The Mustang and the Barracuda are both supposed to be something very fresh and very special - unique new concepts - and they aren't. The Corvair is. And what's more, the Corvair isn't a one-of-a-kind sporty-cum-personal car, it's a whole line of cars including a four door sedan! When the pictures of the '65 Corvair arrived at our offices, the man who opened the envelope actually let out a great shout of delight and amazement on first seeing the car, and in thirty seconds the whole staff was charging around, each wanting to be the first to show somebody else, each wanting the vicarious kick of hearing that characteristic war-whoop from the first time viewer.

Our ardor had cooled a little by the time we got to drive the cars - and then we went nuts all over again. The new rear suspension, the new softer spring rates in front, the bigger brakes, the addition of some more horsepower, all these factors had us driving around like idiots - zooming around the handling loop with each other, standing on the brakes - until we reluctantly turn the car over to some other impatient journalist. We said we'd give you a comparative opinion, and there it is. We liked both the Mustang and the Barracuda - for different reasons - and they are very good cars. They have speed and handling and they are the right size - excepting the Corvairs, they're the best of their kind. The Corvair - we love it!