

Published monthly by the Western Penna. Corvaair Club, a chartered chapter of the Corvaair Society of America. Articles for publication should be in the editor's hands by the 7th of each month; Al Friend, 1677 Forbes Trail Dr. Murrysville, Pa. 15568.

ADVERTISING RATES: CLASSIFIED ADS - Members, Free Non-members - \$2 per add.
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CORSA MEMBERSHIP RENEWAL

"NEW PROCEDURE"

"READ THIS"

CORSA renewals will no longer be handled through the WPCU Treasurer. When your CORSA renewal arrives in the mail: Fill it out and send it to CORSA, along with a \$12 check, made payable to Corsa. The \$2 charter discount has been discontinued due to rising insurance costs. New members will receive a Corsa application form from the WPCU treasurer.

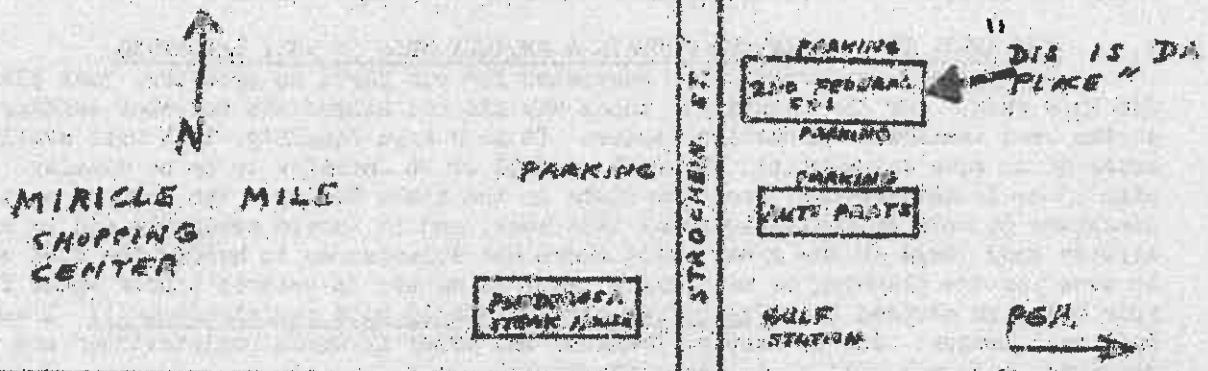
OFFICERS: President, Al Friend, 325-2586 Treasurer, Carolyn Sullivan, 637-3857
Vice President, Dave Fabyonic, 327-7361 Secretary, Judy Jones, 852-2109

1. OUR NEXT MEETING TUESDAY JAN. 24 78 8PM IMPORTANT ANNUAL MEETING

Our next meeting will be held at The Second Federal Savings & Loan in Monroeville, adjacent to the Miracle Mile Shopping Center. This is our annual meeting, (OUR MOST IMPORTANT MEETING OF THE YEAR). After any additional nominations, we will elect our new 1978 officers, who will appoint the new 78 board of directors.

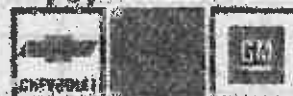
NOMINATIONS SO FAR: President - Wayne Jones & Mike Sullivan
Vice Pres. - Bob Holdertaux
Treasurer - Bob Smith, (Ed Pesel, Jr. Declined by mail)
Secretary - Hazel Moore (Jan Fabyonic & Carole Friend declined)

We will vote on the proposed change to the by laws, that is printed later in this newsletter along with an absentee ballot. We must establish next years dues at this meeting and I'm sure our new officers will want to hear your ideas for next years events. Sunday, June 18 looks best for Steel City Concours III, check around for any conflicts. 78 will be our best year ever, let's get off to a good start with a large turnout at our new meeting place.



MURRYSVILLE

Looking for a new Chevy, or perhaps a used car? Well, remember our fine sponsors' and "GET A CHEVY FROM DEVER". Parts manager and WPCU member John Cozay is tops in Corvaair parts also. Call John at 295-2171, he'll bring your parts to the meeting.



DEVEREAUX-CHEVROLET
"Since 1925"
FREEPORT - 16228
295-2171 - 224-9121

McEucourt
751-2800

2. OUR LAST MEETING. CHRISTMAS/HANUKAH PARTY

Over 50 members and their families had a jolly good time at the Flag & Piston get together again this year. Bob & Jan again outdid themselves with the delicious dinner. Those huge stuffed mushrooms were out of this world!! Music was provided by the famous Ivan Clever & Mike Sullivan Duo, along with a beautiful solo by Jan Schomeman. Ivan raised a few dollars for the club by selling guesses on the total amount dropped into the WCCC barrels all year. The correct amount was \$130 and the barrels went to Joe Buffer and Mike Sullivan for their guesses. Many thanks to Ivan for a tremendous year long effort to raise this money for the club. Wayne Jones also presented yours truly with an old umbrella in appreciation for my sneaky ability to always pick rainy days for our events!!

Members in attendance dug deep into their pockets, to the tune of \$57.12 for Children's Hospital. Sandy Burrows & myself presented the WCCC contribution to Jack Boyat of KKKA Radio. Jack really liked Sandy's "WHAT A PAIR - ME & MY CORVAIR" tee shirt! It really showed up good on radio!! We informed Jack that the Corvaire Club was going on to "BIGGER & BETTER THINGS IN '78" by maintaining a Children's Hospital barrel at all of our events.

During the meeting we discussed, at length, the current situation within Corsa and voted to endorse the letter to Bill Klots that appears later in this newsletter. Treasurer, Carolyn Sullivan reports a balance of \$563.41 in the general fund, and \$300 in the raffle car fund, as of Jan. 8, '78.

3. THE RAFFLE VAIR

Ivan reports that progress is being made on the restoration but slowly due to the winter weather. Wheel well mouldings and window fixings have also been donated to the project by Devereaux Chevrolet of Freeport, through John Cossy. Please, everyone, express your gratitude to Bill Devereaux and John.

Out Top Ten Ticket Salesmen are: Arch Miller, \$100; Lance Safran, \$100; Ivan Clever, \$80; The Sullivans, \$80; Ben Hanson, \$20; Bernis Welers, \$20; The Mulfers, \$20; The Friends, \$20; John Constantino, \$10; Elmer Feigler, \$10. A super job so far, and how about the effort by Arch & Lance!!! A strong effort, early, by a few members is exactly what we need to motivate the entire club. DON'T LET YOUR FELLOW MEMBERS DOWN. TICKETS ARE AVAILABLE AT ALL MEETINGS AND EVENTS. MONEY CAN BE TURNED IN AT THE MEETINGS & EVENTS OR MAILED TO THE TREASURER.

4. THE APRIL 28 - 30 INDOOR CORVAIR & ANTI-QUE SHOW IN WEST LEECHBURG

Early plans are pretty well completed for our first no pressure, just plain fun type show. For the benefit of those who did not attend the November meeting at the West Leechburg Recreation Center: It is a huge facility, that will easily house 50 or more automobiles. We will need 30 or 40 Corvairs to be on display with 15 or 16 antique cars from the clubs in the Kiski Valley. The town of West Leechburg is very enthusiastic about this show, and it should certainly add to our already good image in the area. Walt Moore has volunteered to handle the flea market. In case you are planning to wait until the last minute to reserve indoor space for your fair, be advised that Joe Buffer already has 13 paid registrations!!! I wouldn't wait much longer. Joe is keeping track of the order in which registrations are received, indoor spaces go to the early birds.

REGISTRATION FORM APRIL 28 - 30 \$2 PER CORVAIR \$5 PER OPEN FLEA MKT. SPACE
MAIL TO: Joe Buffer, R296, Greensburg, Pa. 15601, 513-4801 PAYABLE TO WCCC.

NAME _____ DATE _____ PHONE _____ TOTAL AM'T _____

ADDRESS	YEAR	BODY STYLE	MODEL	CONDITION	CODE	ZIP
CORVAIR #1						
CORVAIR #2						

USE THE FOLLOWING CONDITION CODES:
 (1). Concours Quality
 (2). Better than Street
 (3). Street Quality
 (4). Rough

OPEN FLEA MKT. SPACE (\$5 per space) YES NO

WCCC MEMBER YES NO

PAYABLE TO: WCCC.

PLEASE REGISTER EARLY !!

5. WELCOME TO THE FOLLOWING NEW MEMBERS

Joseph Motta, Pgh. 243-8610. Joe is 52 years young and is self employed. He owns a 67 convertible.

David Shook, Pgh. 322-3241. Dave is a 35 year old surveyor who is already a Corsa member. Dave & his wife Karen own a 64 Monza convertible.

Richard Drooks, University Park, (814)294-1808. Dick is Sid Hanan's son in law whom we all met at the party. While driving your Vair around campus, be on the lookout for WPCS member Allen Garland, who is also attending Penn State.

Robert Crissman, Leechburg, 845-3486. Bob is a 34 year old mill worker who owns a 64 Monza. Bob was recommended by Ivan Clever.

John Crissman, Vandergrift, 295-2020. John is a 30 yr. old body man who owns a 65 Monza sp., under restoration. John owns a body shop on Rt. 356, South of Freeport. He was also introduced to WPCS by Ivan.

James Kelfer, Greensburg, 668-2373. Jim is a 42 yr. old heavy equipment mechanic & is Ivan & Dorothy's son in law. Jim owns a 56 Packard, but we'll get him into a Vair in no time at all, I'm sure!

Bud & Kay Tinstman, Pgh. 655-3123. Bud is a 40 yr. old corporation pilot, who recently purchased Curt Buchanan's trophy winning 64 Monza sp. Bud & Kay have both joined & will be very active members. Curt recruited them.

Jerry Snyder, Leechburg, 845-7900. Jerry is a 34 yr. old process administrator. He owns a 66 Corsa sp. & a 65 Monza conv. Jerry was signed up by Ivan.

1978 CORSA CONVENTION REPORT by Bob Sacchi.

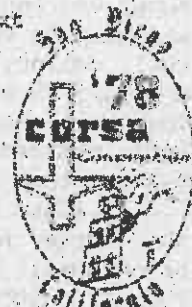
The San Diego Corvair Club has been working hard in preparation for next July, and now that the holidays are over (whew!) it's full speed ahead for us from now until Convention time. As host for the '78 Convention we'll make this vacation one of your most memorable.

This report is the first in a series of reports that will let you know what we have planned for next July.

So how about your vacation plans for this summer? Too soon to talk about it? Not so--if you're going to give yourself, your family, and your Corvair a really great time in sunny (but cool) San Diego.

For example...this month, Ray Dieter of the Concours Committee says: "The Centerfold of the '78 Convention has to be the Concours D'Elegance. This event will provide a beautiful secured indoor setting for your car, in a luxurious carpeted ballroom. The judging will be done by a team of specialty trained S.D.C.C. personnel." (In a future newsletter we'll provide some specifics for this important event.)

NEXT MONTH: Fun things to do in San Diego

6. THIS & THAT AND/OR WHATEVER

A) Bill & Jim Artzberger are working on three Vairs this winter. Jim's racing Vair, "The Rat" will be mildly customized; Sandy's blue Vair will be fixed up & used for transportation; and a convertible will be strictly for show.

B) Walt Moore is now doing Corvair mechanical work & light body work. 327-0437.

C) Remember Jan. 9th, that wonderful sub zero, ice, & snow drifted Monday morning? Well Keith Murphy was sitting in Dad's borrowed Corsa behind 6 or 7 front engine water pumps who were merrily making blue smoke out of their expensive radial snow-tires. Would you believe a passing "Knowledgeable" petrolman, stopped traffic from the other direction & signaled the Corvair & a Bronco to come on through!?

D) IDEA FOR NEXT CHRISTMAS: Received a very nice and original card from Jerry & Donna Graf of California. It was one of those picture cards with a picture of their Monza on it.

E) \$6 for 1978 dues IS DUE!! Payable to WPCS. Mail it to Carolyn Sullivan, or myself. BUT PLEASE DO IT SOON!!

THE SHAPE OF CORSA (THIS NEWSLETTER HAS BEEN MAILED TO ALL CHAPTERS)

Most of you are aware that two meetings were held in Columbus, Ohio during Nov. Chapter presidents from Ohio, Indiana, Mich, Pa. & Kentucky met to plan 1978 activities, and to discuss the long standing problems that plague Corsa. In any large national organization, it is difficult to bring about change because of inertia and great distances between officers & board members. As a group representing over 10% of the membership, we hoped to actually cause a few things to be changed for the better.

Unfortunately, Corsa's problems are many: 1) Several board members do not bother to answer their board letters, & should have been removed from the board long ago. 2) Tony Fiore, the executive secretary (a hard working employee of Corsa) doesn't seem to have to answer to anyone. He seems to feel that the chapters are a nuisance, & that all Corsa members should only be obedient pen pals. 3) The constitution is rarely followed. 4) Robert's Rules of Order are rarely obeyed at national business meetings. 5) We now have 15 board members, instead of the 9 called for in the constitution. This is a very expensive proposition in terms of conference calls etc. 6) Past records are in a shambles; for years Corsa has been run out of a checkbook! 7) Membership records are in terrible shape; our actual number of paid members is an unknown entity! 8) Tax exempt status forms have never been filed with the IRS. Large expenditures are made without board approval. The present membership renewal system is far too expensive for our club. 9) Corsa gives little, or no, real help to chapters preparing for national conventions. A few Corsa representatives always seem to arrive early, only to stand around looking like V.I.P.s! 10) Election of officers is not democratic and seems to be set up in advance. 11) Membership growth seems to have stopped. Some chapters are even withholding funds in protest to the present system. 12) The most pressing problem relates to the fact that we have a treasurer, but the executive secretary collects all dues money and keeps membership records. These records are kept, pretty much manually, and seem to be somewhat inaccurate. The constitution clearly states that the treasurer shall collect and disperse funds. And to this, the fact that Bill Kiots, treasurer and Tony Fiore, executive secretary can't seem to see eye to eye on much of anything. Yes, Corsa has problems; but it also has hope and what should be a dynamic future. Let's not censure people who want to implement sensible money saving programs, just because they are not part of the clique.

After hearing Bill Kiots's side of the story at the first Columbus meeting, the chapter presidents were not, at all, convinced that the collection system should be changed. We all wanted to hear Tony Fiore's side of the story. It seemed like a logical solution would be to get Tony, Bill, and Allen Martin (Corsa president) into one room, talk out the situation, then end the problem right there by Allen Martin making a decision.

This meeting of all concerned came about two weeks hence, also in Columbus. After hearing both men at length, for three solid hours, we expressed, by a unanimous vote, our preference of Bill Kiots to set up his proposed automated membership system. We did not feel that Tony was doing an adequate job in this area, but more important, we did not feel that he was capable of doing an adequate job of membership control.

It should be pointed out that since the chapter presidents represented over 10% of Corsa, it is a very reasonable assumption, that the entire membership would come to similar, if not identical, conclusions, if they saw & heard what we did.

We asked Allen Martin to make the decision to follow the constitution regarding collections, and to give Bill the go ahead on his proposed automated system. He would not make a decision, but promised to send out board letters within 15 days. Allen said that the letter would inform the board as to what was discussed at the meeting and would call for a vote. This seemed like a waste of effort to us since the majority of the board doesn't bother to answer letters! At our request, Allen asked both Bill & Tony to call no one on this subject.

Instead of the letter, a Dec. 4 telephone conference call was set up. little or no mention was made of the Columbus meeting!!! The board voted to ask Bill to resign as treasurer. Bill responded by stating that he would step down only after an IRS audit was completed. The board then appointed Bob Helt as treasurer, anyway!!! As of today, Jan. 12, 78, Bill Kiots has not turned the treasury records over to Bob and the IRS audit is underway.

On December 12, after much discussion, at the WPCG Christmas party, the following letter of confidence was endorsed by all Corax members present (30 signatures) and mailed to Bill Klotz. On Dec. 28, this letter accompanied by hand written cover letters was sent to all 15 board members, and to Tony Fiore.

Dear Bill Klotz:

The 140 members of The Western Pennsylvania Corvair Club were shocked and appalled by the actions taken on Dec. 4, 1977 by the CORSA Board of Directors. It is hard to believe that the president of CORSA could attend a meeting with representatives of 10% of the membership, fully knowing their wishes, and completely ignore those wishes in his actions. CORSA is a social club, not a business, however, with an income approaching \$80,000 per year, it must be managed in a business like manner. Further, competent people must eventually replace known incompetent people (Past Performance) in key paid positions.

The Western Penna. Corvair Club strongly urges you to continue the battle for responsive leadership of CORSA. We pledge our support for your re-instatement as Treasurer, to perform the duties of the treasury, as clearly stated in the CORSA Constitution. Our membership would vehemently oppose any constitutional change that would give the executive secretary the right to collect or disburse funds, since he is not even an elected officer. We go on record as being opposed to the present situation, whereas major decisions are made by the executive secretary without consultation or board approval. The confusing new membership renewal procedure is a vivid example of this.

Bill, consider this letter to be a strong vote of confidence in your behalf from 140 CORSA members.

CONCLUSIONS:

1. It is a shame that a letter of this nature must be written, within a club made up of so many fine people.
2. It is our opinion that Mr. Allen Martin, president of Corax, is being prejudicially influenced by Mr. Tony Fiore, executive secretary of Corax. Therefore further reasoning with him may be futile.
3. Because of the positions taken by several of our extremely inactive board members we have concluded: The president's request for you and the executive secretary to call no one after the Columbus, O. Nov. 19 meeting must have been freely violated by the executive secretary, and tolerated by the president. We might add that W.F.C.C. president Al Friend was called by Mr. Fiore only three days after the meeting. Most of Mr. Fiore's comments were very discrediting to the integrity of Bill Klotz.
4. In our opinion, the board has not been presented with unbiased information as to how the club is being run, as opposed to how the constitution states that it should be run.
5. We feel that the Corax board has not had effective exposure as to what was proposed at the Columbus meeting. Therefore have only a vague concept as to why representatives of 10% of the membership were unanimous in their choice of Bill Klotz to handle all aspects of membership control. This unanimous choice was expressed after hearing both men speak, at length, on the subject!!!

CONTINUED

6.
6. We doubt that the Corsa board realizes that you were asked by the president, during the national convention, to look into the feasibility of implementing a computerized auditing and disbursing system. You were to accomplish this through the services of a CPA, with standard, built in checks and balances, and double signatures. We further doubt that the board realizes that you were commended highly by the president, at the Columbus meeting, for accomplishing exactly what he requested. If the board did, in fact, understand the above and still voted you out of office, then the membership must take a hard, critical look at the motives of our elected directors.

7. We are very concerned as to why this reasonable, low cost, proposal is being fanatically opposed by Mr. Fiore. We are further, extremely concerned as to why Mr. Bass Long, the past treasurer, was so much against you during the conference call.

PROPOSED ACTIONS:

1. Do not send the treasury records to Bob Hall.
2. Turn the records over immediately to the I.R.S. for a complete back audit. This must be done anyway, since the forms needed to maintain our tax exempt status have never been filed. This will provide a solid base for launching an automated system, but above all it will clear the air.
3. Demand that the reasons for your dismissal be put in writing by each board member who voted against you, as per Amendment III to Section V of the Constitution. After this unbelievable paper, the members will demand that these six written dissertations be printed in the Community for the full membership to read and judge.
4. Each chapter represented at Columbus, must tell the entire story in their next newsletter for distribution to all chapters, officers, and board members of Corsa. Additional chapter presidents must be contacted, immediately, by phone.
5. Measures must be taken to insure that the complete story of the Columbus meeting be communicated to each board member. You already know how this is to be accomplished.
6. The following should be stressed in our communications to the membership:
 - A. A concess call for Corsa to be managed in a business like, cost efficient, manner.
 - B. That Bill Rietz be reinstated as treasurer, and immediately implement an automated membership renewal system.
 - C. That the number of board members be reduced to a reasonable number. (\$2000 for a conference call is too expensive for even the Mercedes Club.) What will be the cost of flying 15 board members to Wisconsin for the proposed spring meeting?
 - D. That the constitutional rules prevail over established precedent.
 - E. That the Club's leadership be taken away from the executive secretary and returned to the officers and board, where it belongs.
7. We would like to warn that care should be taken as to not trigger mass resignations as we proceed to expose the actions of the closely knit leadership core. Mass resignation should be reserved as our very last resort.
8. Hopefully the Corsa leadership will soon begin to hear the cries of the membership. If so, many of the above actions can be moderated or even eliminated. However, if necessary, our 140 members are fully prepared to support actions far beyond all of the above.

(THIS LETTER WAS SIGNED BY THIRTY CORSA MEMBERS)

We would like to ask all newsletter editors to publish this information, or at least discuss it with your membership. All members who feel that Corssa should be saved, PLEASE write or call your directors as soon as possible. Let them know that the membership elected them. But the membership will also demand their resignation if they don't get off their duff soon!!!

WHY IT IS IMPORTANT FOR CORSSA TO SAVE MONEY NOW

I have been asked to serve on the Corssa Concours Committee under chairlady Diana Johnson. The following views were sent to Diana, after many discussions with our chapter members, particularly Dave Fabronis, and after a discussion on the subject at the first Columbus meeting. The critical key to successful future conventions and other long term projects is a financially viable Corssa.

Dear Diana,

FUTURE EVOLUTION OF THE NATIONAL CONVENTION:

Since our chapter has never staged a national convention, I think that I can be most helpful by passing along some long range ideas as to what the national convention will inevitably evolve into, and how Corssa can and must help.

I think it is clear that, the next few conventions will be pretty much the same as our past conventions. This present format is fine, but there is usually, not much for the non-enthusiastic wife and children to do. Let's face it, most of them can only take so much of our Corvair talk. Another constant problem is that we always seem to end up sharing a motel with the public, which means that a certain number of cars are going to get banged up in the parking lot. In my opinion, the answer to some of these problems is to have future conventions at resort complexes or ski resorts.

In so doing, many more families would make the convention part of their vacation. Daddy could play Corvair all day, while mommy and the kids enjoy swimming, tennis, golf, horse back riding, hiking, etc. etc. In just a few short years, we should have no trouble selling out such a facility. However, a substantial advance deposit would be necessary, to reserve an entire resort, at least a year in advance.

This substantial deposit is where Corssa could, and should, play a major role. If Corssa could be ran economically, starting right now, funds would be available in a few years for this purpose. Corssa would not lose this money, since our conventions, in the future, should be sold out. These borrowed funds would then be returned to the club for similar use in future conventions.

Once a resort is reserved, the difficult planning is over, since we will occupy the entire facility. Since we will have guaranteed them a sellout, we will have tremendous bargaining power with the resort management, such as parking areas, special rates, etc. One chapter, nearest to the chosen resort, would be in charge, overall. The concours, autocross, rally, etc. would be farmed out to neighboring chapters.

Representatives of all participating chapters would, of necessity, have a meeting at the facility at least nine months prior to the convention. At this time, final layout plans would be made. This should be considered a working vacation, and therefore paid for by the representatives, with some financial help from their chapters. When convention week arrives, members of the host clubs would again arrive early for final set up purposes.

Since resort accommodations are expensive, a financially efficient Corssa could help by picking up concours and autocross registrations. This would encourage participation, by subsidizing participants and not on lookers, which is, as it should be.

PUBLIC ADMISSIONS

The Corssa national conventions are among the best car shows in the nation, and public interest is much higher than anyone in Corssa seems to realize. We found out with

our Steel City Concours, that if you promote locally, the public will turn out for a pure Corvair show in throngs. They don't mind paying a \$1 donation at the gate. (Children, under 12, free - this is important). The admission ticket is a simple people's choice ballot, which adds a great deal of fun to their experience. These proceeds could be divided equally between the sponsoring chapters, and a Corvair National Convention Escrow Fund. It is not too late to plan for public exposure at San Diego. The host chapter should promote, simply by sending announcements to Old Cars, Newsings, etc. (Free) and by running small classified announcements, in the Corvairs for sale section, just prior to the concours. Posters around the area in super markets, public bulletin boards etc. are also effective, and local radio stations readily announce such events, if they are notified.

MULTIPLE CONVENTIONS

If the Corvair leadership would get its act together, perhaps we can again experience rapid membership growth. Hopefully, in ten years or so, we will be too large for just one national convention. We will possibly be forced to hold two, and perhaps, even three regional conventions simultaneously. Score sheets will be collected by the Concours Committee to determine our overall national champions. Other large clubs are already successfully using this procedure.

STANDARDIZATION OF NATIONAL JUDGING

Assuming that there is even a remote chance that our size will dictate multiple conventions in the future, we should now be laying plans for an Official Corvair Judging School, set up and monitored by the judging committee. Our two most knowledgeable judges should set up this program. (Perhaps Woody Schwartz and Mark Corbin). The chosen two instructors would receive the first Corvair National Judging Certificate, and would set up a one or two day course. A small class of 10 or 15 could be chosen from applicants prior to each national convention. The school could be run during Thursday and/or Friday of the convention, with passing graduates becoming officially certified to judge at national events. After just a few years, we will have enough qualified and standardized people to insure that only Corvair certified people would be judging national events. This form of standardized judges will be critical to the success of future multiple conventions, should they prove necessary.

In my opinion, we already have the best judges in the country. It would not take much schooling to standardize the best of them.

The above ideas are the result of participating in several national conventions, talking with many people, particularly our own chapter members, and from discussion at a regional meeting in November. I hope these ideas are helpful and meaningful, and I hope that I can be of future assistance. We are planning to attend the 1978 national, and will be available for any committee meetings that you may plan.

Sincerely,

Albert E. Friend

Albert E. Friend

Mike Sullivan

CORVAIR CLASSIFIED

69 Monza sp. auto. 110. Mech. good Some rust. 45,000 mi. green/black \$300. 639-3857

61 Closed van 110/3sp. red & black two tone, some rust, fair mech. inspected, offers
Walt Moore 327-4477

WANTED: 140hp exhaust manifolds. Bill Artberger 364-5842