

JANUARY, 1993

VAIR ST. JOURNAL

## Minutes of WPCC Meeting

November 24, 1992

Officers Present: President, Wayne Jones; V.P., Don Baker; Treasurer, Carole Friend; Secretary, Pat Greenwald.  
Board Members present: Sandy Artzberger, Dave Fabyonic, Bill Brill, and Bob McCune.

The minutes of the October meeting were read approved with the correction that board member Bob McCune was in attendance. The treasurer's report was read and approved. The November balance was \$737.11. There are 79 paid members for 1992 and 8 for 1993. There was a \$265.52 profit from the Hershey trip.

### Old Business

Bill Artzberger and Vaun Hamlin reported on the Legislative Council. The council is trying to get the member clubs to get other clubs involved. Bill and Vaun will attend the March meeting and will need a letter authorizing them as voting delegates. One objective of the council is to reach out nationally to the newly formed World Organization of Automobile Hobbyists, WOAHA. WOAHA is working to stamp out state laws that would eliminate old cars from the road. Bill suggested that the WPCC join WOAHA, there are no dues. It was also suggested that members write their congressmen encouraging the development of alternate fuels.

Marie Dandois had sample jackets and catalogues to pass around. Three were picked and Marie will get prices on those.

Wayne reviewed the holiday party details that were in the November newsletter.

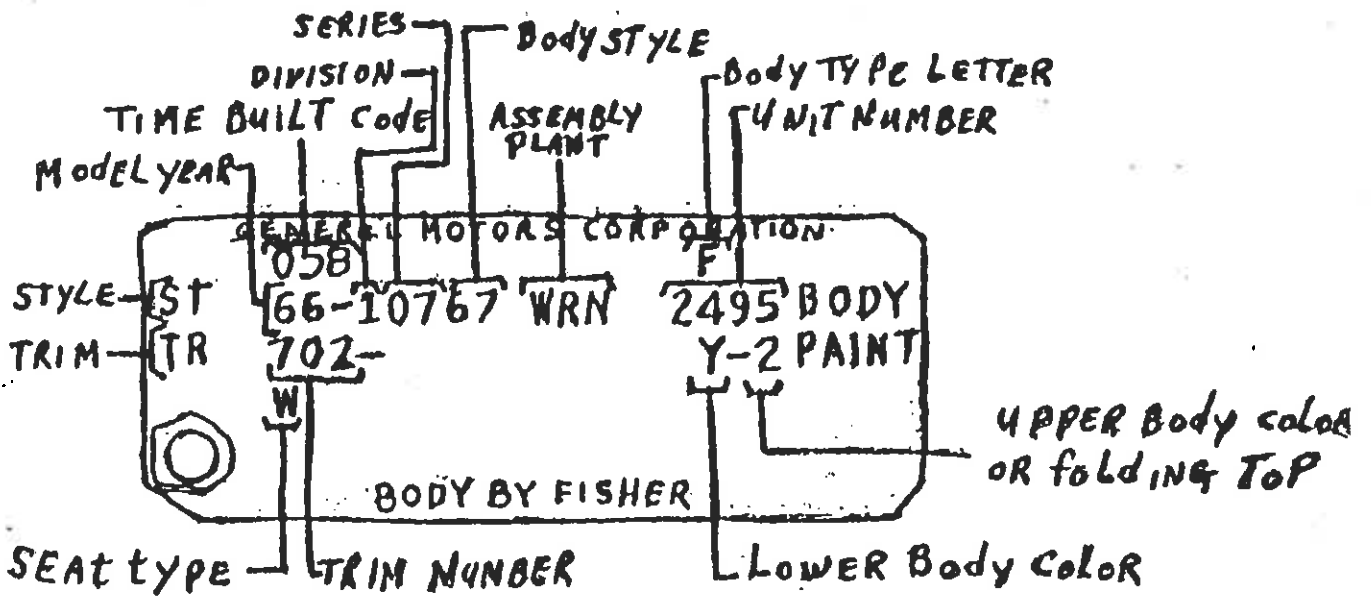
John Sweet related the story that was in the last newsletter concerning the family in need. He had sizes for anyone who might want to buy something for the children. Sandy Artzberger asked members to bring a prize for the Chinese Auction she will run at the party, proceeds to go to the family. Bill Brill suggested that the donation that usually goes to Children's Hospital be given to the family this year.

### New Business

Wayne announced the nomination of officers for next year: President, Don Baker; Vice President, Ray Horn; Treasurer, Carole Friend; Secretary, Pat Greenwald.

The next regular meeting will be in January.

On a motion by John Sweet and a second by Don Ross the meeting was adjourned. Movies by "Spike" Friend followed. Pat Greenwald won the 50/50 raffle.



Body Number Plate

F - Body Type Letter

05B - Time Built Code

2495 - Unit Number

66 - Model Year

702 - TRIM NUMBER (LT. FAWN)

1 - Division (Chevrolet)

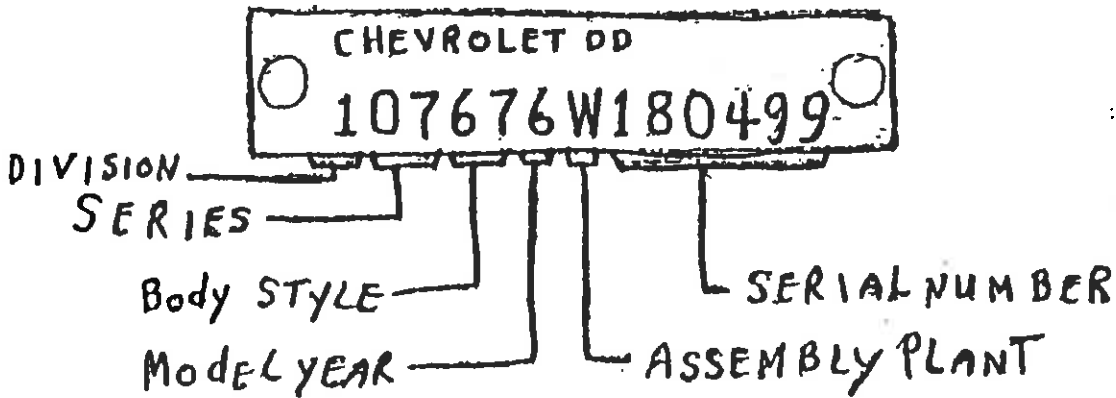
W - SEAT type (BUCKET)

07 - Series (CORVAIR CORSA)

Y - LOWER Body color (LEMONWOOD yellow)

67 - Body style (CONVERTIBLE) 2 - folding TOP & color (white)

WRN - ASSEMBLY PLANT (WILLOW RUN)



Vehicle Identification Number. 107676W180499

1 - Division (Chevrolet)

07 - Series (CORVAIR CORSA)

67 - Body style (CONVERTIBLE)

6 - Model year (66)

W - ASSEMBLY PLANT (WILLOW RUN)

\*\*\* this was drawn up by Dave Newell, of California !!

PREZ SEZ

Well, you people who didn't attend the holiday party missed out on one of the best ever -- thirty-six did. The food was great, the view fantastic -- and, most of all, "the companionship". Everyone was in a festive mood.

We brought back the "takeaway" grab bag, which everyone enjoyed! The Smith's tried to corner all the booze. Especially one bottle which kept going and coming. They even substituted an empty beer bottle in the carton! But this didn't fool Dave, who was the last name drawn and had his choice -- guess what he selected! Poor Dale -- back to beer. Thanks to Al Friend for his handling of the grab bag.

Also, we had a Chinese Auction due to a large effort by Sandy Artzberger, who came up with a lot of the prizes. Thanks also to those others who made contributions. The proceeds from this Auction, plus donations from our Club members (food, clothes, money, plus the Club's money donation) made a nice gift for our adopted holiday family. We talked to John Sweet, and he said these people had a nice Christmas -- thanks to the WPCC. I know I felt good knowing that I did something to make someone's holidays a lot better. So, thanks to all! John Sweet should be at the January meeting to give a first-hand report.

Our lost Member of the Year Trophy showed up and was presented to Dale Smith, a very deserving recipient. If not for him, a hell of a lot of things with this Club would never get done! Congratulations, Dale!!!

Remember, the next meeting is election night. I feel we have good people coming in, so let's all get behind them and let's have a great Corvair year in 1993. Thanks for '92!

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WPCC 20th YEAR ANNIVERSARY EVENT (CELEBRATION)

Welcome to WPCC's 20th year!! Needless to say, two decades of Corvairing calls for a very special celebration. Your 20th year event committee (Bob McCune, Carole Friend and Al Friend) have been working on this event for several months already. This event will be special indeed -- get a Vair ready.

PLEASE GO TO YOUR CALENDAR RIGHT NOW AND TURN TO AUGUST -- NOW GRAB A PEN AND WRITE IN THE 28th and 29th SPACES -- WPCC 20th ANNIVERSARY CELEBRATION. Please plan and budget for this week end as you would a vacation. It will be as enjoyable!

The celebration is being planned as a two-day, overnight adventure to Central Pennsylvania. However, it is being structured to also accommodate those who can only get away for either one of the two days. The total cost for the entire week end should be about \$100 for a single adult, or about \$200 per couple. Please do whatever it takes to fit it into your budget. Watch future Journals for more details.

By the way, start thinking now about your outfits. You'll need a Country & Western get-up for Saturday, and Fabulous '50's & 60's rags for Sunday -- along with a healthy appetite both days.

Al Friend

\* \* \* \*

FIVE YEARS AGO IN THE JOURNAL

The 1986 holiday party was a great success, and Izzie, Shirley and Allen Krouse got the title for longest distance traveled -- 60 miles from New Bethlehem! Pat Greenwald and her three young men constituted the largest family, and Bob Donnelly the smallest. Journal chief, Ellen Smith, was presented the Member of the Year Trophy by still-Prez Bill Brill. The party was topped off with an exclusive slide presentation of "Cars of Yesterday" by Bill Artzberger.

FIVE YEARS AGO IN THE JOURNAL (continued)

The following were railroaded into office for 1987: Dale Smith, President; Bob Hieber, Vice President; Gayle Gundlach, Secretary; Ellen Smith, Treasurer.

Dave Lovejoy reported on the news event of the month: "Corvairs Storm Hamlin's". November 23, 1986, was the date when we all experienced a full-service body shop in full operation. Quite a day to remember, and a great Italian dinner afterward!

Al Friend

\* \* \* \* \*

THANK YOU!

I would like to take this time to say thank you very much. To see the children's eyes light up Christmas morning was a delight.

This Christmas was going to be a very difficult one this year. Because of the passing away of my husband and the children's father. But your group made our Christmas a little easier. Everything that was given was greatly appreciated. To hear the boys' reactions to the gifts, such as the Super Nintendo and the color TV, was, in their words, "totally awesome" and "kool". We will always remember your generosity, and we will keep all of you in our prayers. You all gave so much and words can't tell all of you what we were feeling. Again, thank you for everything. May God bless all of you and keep all of you safe.

To Mr. and Mrs. John Sweet -- A special thank you goes to you for all your help and for being there in our time of need. Thank you! Everything was greatly appreciated.

Luann, Michael, Russell  
Alan Hogue

\* \* \* \* \*

As you all know, the November Newsletter had a questionnaire in it. The response has been intriguing. To date, 28% of the Club's membership has responded. Of the responses, 80% were signed. Official results (less names) will be given at the Directors' meeting. But the following should "whet your whistle" and, if you've not yet responded, stimulate action.

Based on responses to date, here are a few of the key issues and your thoughts: (If you don't agree with this overwhelming thought pattern, pull out your questionnaire and respond, NOW.)

In general, keep our 12 meetings a year, BUT a) 4 times a year combine meetings/meal/special event. In other words, like the Christmas party; b) try to at least make the above 4 regional for the South Hills and North Hills folk; c) for the regular 8 meetings, have an agenda, stick with it and use a gavel on the side, disruptive conversations.

Concerning the Journal, things seem o.k., but suggested improvements include to make a large-heading date for ease of reference filing -- got it. Also, most wanted more "car stuff". Unfortunately, few budding writers stepped forward. Most folks also would like a continuing schedule of events and the old refrigerator event calendar -- so new Directors, please heed. It would seem this could get easy with three computers in the family (IBM PC & PS250Z) except I can't type; I don't even like to turn the thing on. Let's just summerize with I hate them and have a good relationship with my pen.

The following article appeared in Autoweek, November 30, 1992. We wrote to the Editor, who responded and put us in touch with the author, Matt Stone. Mr. Stone gave his blessing to use his article, a privilege for which we thank him.

Dale Smith

# CAT IN A HOT TIN BOX

*Jaguar V12 meets a 1965 Corvair and the result is a front-engined Maggie-bar-the-door streetable screamer*

By Matthew L. Stone

**C**lassifying Jay Eitel's Jaguar V12-powered Corvair as a "car with an engine swap" would be somewhat akin to labeling the Space Shuttle Endeavor "a light aircraft." So unusual is the concept, so complete the re-engineering, so inspiring is the workmanship and execution that mere plebeian descriptions and stereotyping simply don't apply here.

In the classical sense, Eitel is an engineer. In reality, he is much more: design engineer, hot rodder, racer, fabricator, welder and machinist par excellence—a "car guy" if there ever was one. Surprising though it may seem, both the engine and the body are but ancillary elements to the real inspiration behind this, his incredible Corvair.

The project really began with a transaxle.

In 1961, Pontiac brought out its new Tempest compact line of cars, the main focus of which was its rear-mounted transaxles. Available in three- or four-speed manual, as well as a two-speed automatic, the goal of the unique driveline was to achieve a 50/50 weight distribution. Power was carried from the engine through a 3/4-inch diameter driveshaft that was encased in an updated version of a torque tube. A four-inch bow in the shaft allowed mounting without the use of U-joints, and the transaxle connected to half-shafts, providing not only the desired weight balance, but independent suspension as well.

By early 1963, Pontiac began racing the new driveline, and built approximately a dozen 421-powered "LeMans" racers (half of which were station wagons!). It was much like Ford's Thunderbolt program ("Escape Road," *AW*, Mar. 20, '89), which put a big-block V8 in a lightweight version of the Fairlane. These Pontiacs carried special four-speed automatic transaxles. They so dominated their class that they were ultimately outlawed. The racing ban of the early 1960s ended the hot Poncho after only a few years, but many wins.

Eitel's stock-in-trade was industrial truck-mounted "cherry pickers," those hydraulic crane-type devices used to lift a serviceman to repair a street light or telephone



cable. Trucks destined to carry such a device required special engineering at the factory, and through this contact Eitel developed a longstanding relationship with U.S. truck manufacturers, particularly General Motors.

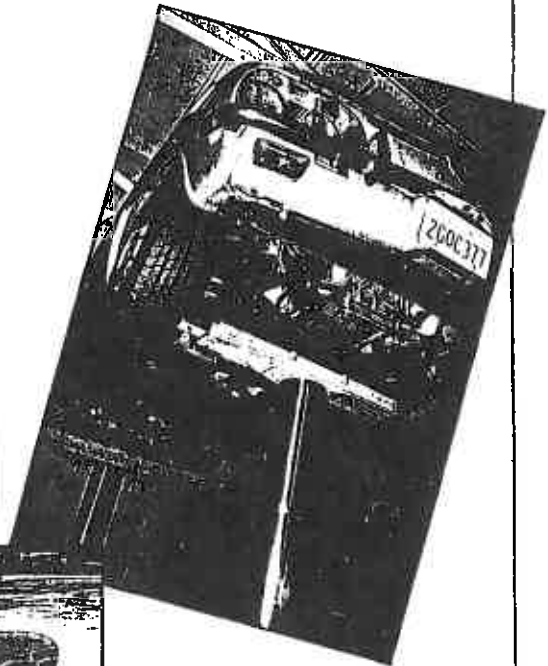
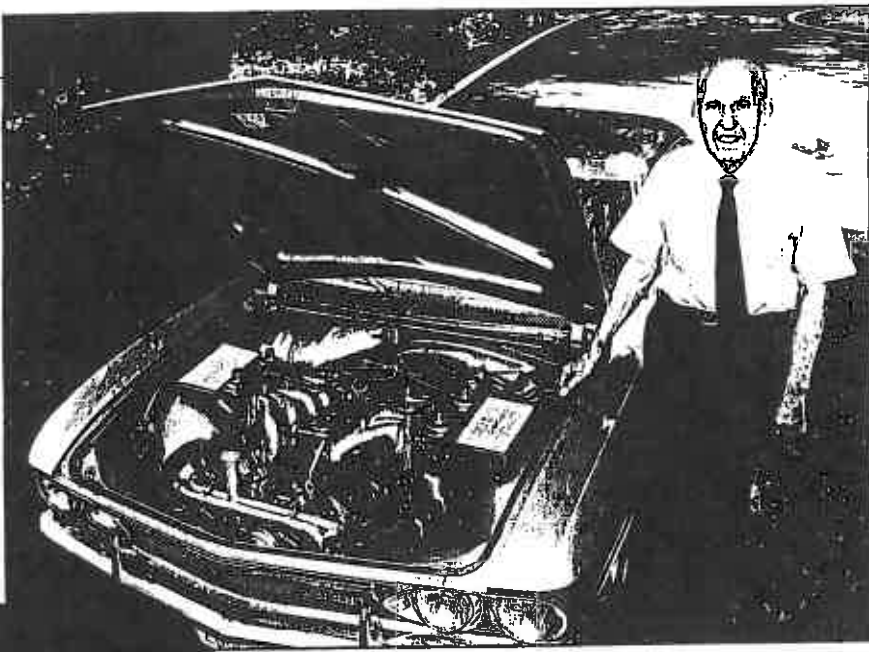
In late 1962, he bought a 1963 Wide Track 326 V8-powered Tempest (which he still owns), and was enamored with the driveline concept. He was able to procure one of the extremely rare racing transaxles—the very one from Mickey Thompson's drag car. The project had begun.

Eitel chose a Corvair as a home for his special transaxle. A Nader-hater for sure, he is quick to point out that "the Corvair is the only car in the world proven safe in a court of law." He purchased a new 1965 model, with factory a/c. The original concept for power was an all-alloy 500-cid Cam-Am Chevy big-block. But Eitel also wanted the ultimate sleeper. While the alu-

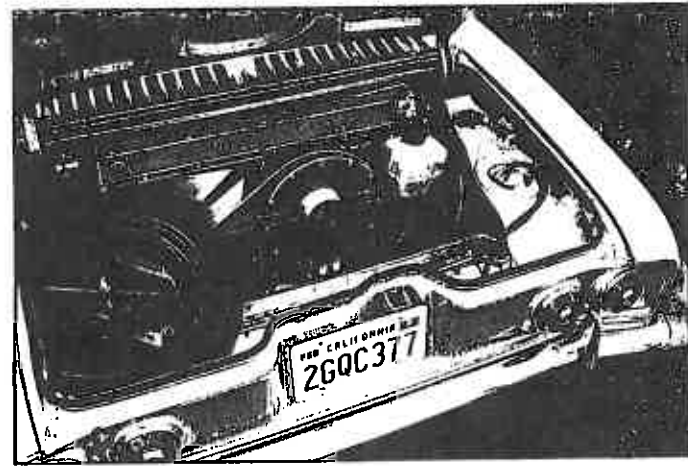
minum "Rat" would have certainly met the power needs, it wouldn't have sounded anything like a stock Corvair.

When Jaguar came out with its V12 in 1970, Jay knew it would be the engine of choice—light, lots of cams and valves, and with the right exhaust, a six-cylinder sound could be obtained. Mock-up work was done on a boneyard Corvair.

Most Corvair engine swaps involve a rear- or mid-engine installation, but by mounting the V12 up front, with the transaxle, radiators, starter, generator, air-conditioning compressor and gas tanks in back, Eitel achieved a 48/52 weight distribution. The "CorJag" as you might call it, tips the scales at about 3350 pounds. There are certainly no bolt-in swap kits available for this one; virtually everything needed to accomplish the job was fabricated by the owner, in his own home shop. Eitel estimates he's invested about three years'



Jag V12 sits up front in Jay Eitel's '65 Corvair (top), with transaxle, radiators, starter, etc., in back (below). Re-engineering can perhaps be best appreciated from underneath (above)



Even running, it sounds deceptively original. Only when the accelerator is floored will the Jag make its presence known. The four K&N-filtered carbs just howl, and this innocent-appearing Corvair is off to the races. The V12's low-end torque, plus the multiplication effect from the rear-mounted torque converter, allow for third-gear take-offs with ease.

The interior is virtually stock, save for a CD player, and a set of ancillary gauges mounted on a plate hidden in the glove box. At highway speeds, the car hums along smoothly, the factory a/c blowing cold.

When asked why he did the car, Eitel jokingly quips, "To answer that question, you would probably need to consult a psychiatrist." He also emphatically, yet enthusiastically, points out that the car is merely in Phase I. Phase II calls for a new engine—the next-generation V12 will employ Buick GNX-derived sequential fuel injection and distributorless ignition, a stroker crank spinning Chevrolet racing rods and forged pistons, as well as stainless-steel headers and exhaust system. Other pending mods include power brakes, a redo of the rear suspension to incorporate the latest Corvette IRS pieces—and who knows what else.

Eitel wants to write a proper technical paper on the car when it's completed, but in the same breath admits it will never be finished. If it is ever done, Eitel claims to have "about 200 years worth of other projects to work on." We hope he can complete each and every one of them. ■

work (at 40 hours a week) in the car.

Major re-engineering abounds: custom mounts for the engine, transaxle and suspension, an all-new crossmember, specially fabricated upper suspension links, a 10-quart engine oil pan, another custom pan for the transaxle with ancillary coolers—the list goes on and on. Up front, big GM disc brakes have been fitted, along with specially adapted power steering. Power is carried rearward through the stock torque tube and a later model 3/4-inch diameter driveshaft to the transaxle. A custom modified ratchet-style B&M shifter controls gear changes in manual-automatic fashion not unlike the manual mode of a Tiptronic-equipped Porsche.

An electric pump draws fuel from three hand-built alloy fuel tanks, two of them form-fitted and tucked inside the right-rear

fender, with a total fuel capacity of over 30 gallons. The a/c compressor and alternator are driven off the torque converter, as well as a stock Corvair fan, which not only works to circulate air amongst the two specially fabricated radiators, but adds to the stocker illusion by producing Corvairish noises from the rear of a front-engined car. All workmanship is race quality.

It takes a sharp eye to notice anything unusual about the car at first glance. One might notice the 14-inch wheels holding stock 13-inch hubcaps (via specially made fixtures), but there are none of the grilles, gills or scoops so typical of lesser cars that have undergone major surgery. The engine, radiators and all the hardware are tucked neatly within the original bodywork.

# CORVAIR STUFF

## FIND A WORD

by

WALT MILLER

A H C T U L C B R O T A L U G E R E D Y P S H R O U D  
R E L F F U M O M G A U G E S G E N E R A T O R P D E  
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 transaxle  
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 turbocharger  
 vent  
 visor  
 weatherstripping  
 wheel  
 wipers

*JAN 93*

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 Fun Model Cars Shopping

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presents



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