

Published monthly by the Western Pennsylvania Corvaair Club, a chartered chapter of The Corvaair Society of America. Letters, articles, commentary, and questions should be directed to the editor; Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412) 325-2588. Next months publication deadline is Apr. 1.

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Please, if any member has a suggestion, idea, or complaint - DIAL ANY OF THE ABOVE PHONE NUMBERS AND DISCUSS IT.

1. NEXT MEETING - Thursday, March 10, 8:00 P.M. at Devereaux Chevrolet in Freeport, Pa.

Since our new meeting place is still under construction, this is a perfect opportunity to bring the meeting closer to our northern members. It would be nice to have a good turnout from the Apollo/Leechburg contingent, and you too, Isadore Krouse, Freeport isn't that far from New Bethlehem.

If you can find Freeport, you can find Devie's. Those of you traveling north on Rt. 356 will see Devies after crossing over the Allegheny. Anyone in the Freeport area can give you directions. The meeting will be in the downstairs area, with parking in the front or rear. Why not call a fellow member or two, and car pool to the meeting? Oh yes, John Costantine will have his parts manual and order book at the meeting for your convenience.

This meeting will feature a 45 minute presentation and movie on Amsoil, one of the new synthetic lubricants. The presentation will be made by Mr. Dee Warrick, an authorized Amsoil dealer. We have all been reading about these products and wondering if they would be good for our Corvairs, well, come listen and ask questions.

Your officers and board met on Feb. 27, and came up with many proposals to be presented to the members at this meeting. We have come up with a tentative 1977 schedule of events for your approval or modification.

As you will see later in the newsletter, the June 5th Concours planning is well on its way. It is now time to pick the various committee heads. Please try to have an idea, where you would like to help out this year.

Wayne Jones will have the W.P.C.C. binders for sale (\$2.50 apiece). Believe me - get them while they last! Everyone bought, at least, one at the last meeting. They really get your club material organized nicely. See you at Devies.

Consumerism and the Common Man

SEWICKLEY HERALD WEDNESDAY, JANUARY 26, 1977

On leaving the dentist the other day, I thought of my friend, the Common Man's conclusion and experience.

He concluded that dentists, doctors, and utilities send out lots of bills, every month (or 30 day cycle), and never get any; at least they never get bills like they send them out.

So he checked with some of his friends, and found a considerable measure of agreement with his findings. Not complete agreement, but those who agreed were

more vociferous and emphatic in their agreement than those who disagreed were in their disagreement.

In the course of time the findings of my friend, the Common Man, were to gain the attention of some individuals who turned out to be rather important. People with know-how, know-what, and know-who. People who could do something about the findings of my friend, the Common Man.

So now we have full-time consumer lobbies, consumer activist groups, consumer legislation, and consumer advocacy

bureaus enshrined in government and paid for with tax dollars.

What my friend, the Common Man, and his buddies didn't know was that all the people with the know-how, know-what, and know-who were really looking for a better and more secure living, and they saw themselves as bureau chiefs of consumer bureaus in government, investigators, and other functionaries. All on the secure government payroll. With TENURE.

And guess who is paying for all this? Right. The Common Man.

2. OUR LAST MEETING & FROST-ACROSS CONVOY

Seven Corvairs and one front wheel drive water-pumper made the 100 mile trip to Indian Caverns. The weather again this year was perfect for Corvairing - A sheer blizzard for the first 75 miles or so. We must have been quite a sight when we broke into clear sun light at the top of Creason Mtn. - Seven snow white Corvairs in a line! The Indian Caverns were beautiful and extremely interesting, but boy did dinner ever taste good! After a delightful meal at the Red Bull Inn we had a short, but productive meeting. Judy will read the minutes at the March meeting.

Wayne Jones opened up a big box of WPCC binders and the selling was hot and heavy as the meeting terminated.

The following members participated (C.B. handles in parenthesis):

Wayne & Jane Rockhill & family (Silverstreak)
 Wayne, Judy and Crump Jones
 Paul & Judy Mihalek (In their newly restored Monza)
 Dave & Jan Fabyonic & family (The Pedler)
 Bob & Becky Martzo & family (Scorpion)
 John Costantino (Met us at Rt. 66)
 John Getz (Met us at the Red Bull)
 Al & Carole Friend (Nader Hater)

3. W.P.C.C. INCLUDED IN THE NEW SPORTS CAR SECTION OF "MARKET SQUARE"

"Market Square", is Pittsburgh's lively, weekly newspaper that tells, - what's happening in the Steel City. The publisher and editor, Bill Rasp*and his charming wife, Gretchen*are highly qualified to write about sports cars, and are well aware of the Corvaire's ability to compete in the higher priced crowd. The two page auto section will appear in the last edition of each month and includes: a club directory, event calendar, and many interesting articles. Bill ran a very good article on our 1976 concours and will undoubtedly include us in the new section this year. (*Were the original owners of Yenko Stinger #9, and raced extensively in the 1960's)

I will have copies of the Feb. 23 issue of Market Square, at our next meeting. Be sure to read about Don Yenko and friends who piloted the Univ. of Pittsburgh's A.M.C. Javelin to 25th place finish in the 24 hour Endurance Race at Daytona. (Finishing on 5 of 8 cylinders and trailing lots of smoke)

I sincerely hope that the dealers and auto related business men on our mailing list consider running an ad or two in this fine publication.

Special Offer!

This is the first edition of a monthly round-up of automotive activities in the district area. The enthusiastic response we have already received indicates that the concept will grow in the months ahead.

If you would like to receive this monthly issue (publication date will be the last Wednesday of each month) fill in the attached coupon and you'll receive a copy at your home or office on March 30.

Cost for one year is \$2.50. We will send it by first class mail to any address indicated.

Starting next month there'll be a "Sell, Swap or Buy" classified section. A minimum charge of ten words for \$1.00 with a ten cent charge for each additional word will get your message to those interested in things automotive. Call 322-1998 or 281-7378 for details on subscriptions or classified ads.

**MAIL TO: Market Place
 1514 Froman St.
 Pittsburgh, Pa. 15212**

I'm interested. Here's my \$2.50 check for a 1 year subscription.

Name _____
 Address _____
 City _____ State _____ Zip _____
Please print clearly. (includes Area Code) (Required)

MARKET SQUARE

A publication of William J. Rasp, 239 Fourth Avenue, Pittsburgh, Pa. 15222. The paper is published every Wednesday. Telephone 281-7378. Advertising rates on request.

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4. THE FOLLOWING ARTICLE WILL APPEAR IN THE NEXT CORSA COMMUNIQUEs.

STEEL CITY CORVAIR CONCOURS II

"June 5 at The Sheraton on the Mall in Monroeville, Pa. will mark the spot for this years Western Penna. Corvair Club's Concours. This is not a mini-convention. It is a Corvair Show designed to attract thousands of public viewers and as much press and TV coverage as possible. We do need your beautiful cars to help prove that the public is very interested in the Corvair as a unique collector's automobile.

The concours and flea market will take place from 10 AM until 4 PM on Sunday June 5, in conjunction with, a special luncheon and speaker for the ladies of CORSA.

Expect unique trophies; an indoor backup, in case of rain, guarded, roped off parking; and national press coverage. Those beautiful red, white, and blue convertibles owned by the Northwest Shrine Club of Toledo, Ohio will enhance the show again this year.

ARRIVE EARLY, the Sheraton is a great location, and Pittsburgh really swings during this weekend! WALK TO: the largest mall in W.Pa. (140 shops); indoor ice rink; Racquet Club; four movie theaters; indoor/outdoor pool; exercise room; sauna; and Pittsburgh's best nightclub and disco. BUS OR DRIVE TO: the gigantic outdoor Three Rivers Art Festival; Shriner's Parade; Pirate games; river cruises; museums; historical sites, incline rides; and spectacular views. A pool party on Saturday evening; concours, flea market, and ladies luncheon on Sunday; no other rigid schedules. RELAX AND ENJOY!"

The June 4-5 weekend is beginning to take shape. Here are a few goodies to keep your attention:

- A. Dave Fabyonic and I have been working with the Manager of the Inn and one of the owners of the Monroeville Mall. These fine people will help us promote the show by:
 - 1) Listing the show on their huge sign on Rt. 22
 - 2) Displaying 5 or 6 of our cars in the Mall prior to the show
 - 3) Lining up TV talk show interviews for WPCG members
 - 4) Using the Pgh. Merchandise Mart either for part of the show or as a rain backup.
- B. At least ten of those beautiful red, white and blue convertibles will be here for the show and Pittsburgh's Shriner parade.
- C. Don & Alice Schneider are planning to attend again this year.
- D. We are planning a Saturday afternoon pool party, and an absolutely super luncheon for you ladies, during part of the show. Come to the meeting to hear about your speaker.
- E. The Pittsburgh Shriners are running two large articles complete with pictures in their publications.
- F. Ron Cilurso (Best of show, late model at Valley Forge) mentioned in a letter that their chapter is planning a caravan to our show. We sure hope you bring that beautiful convertible, Ron.

5. FOR SALE

66 Monza cp, auto, maroon/blk. 25,000 mi., garaged, \$1000 - Dr. Speigel
221-0233

66 - 700, 4 dr, parts car, bad engine -

62 window van, good engine - Dan Pascarella

67 conv. seats & interior panels, gold- 793-8794

63 - 4 dr. \$250 - Adam Sikora, 624 Indian Ave., Avonmore, Pa. 15618

Many parts cars - \$100 apiece - Ivan Clever - 824-2733

61 Lakewood wagon, Arizona car, all stock, radio, solid restorable car, auto,
white/red - Chris Smith - 653-6224

6. THIS & THAT

A. Calendar of Events:

April 30 - May 1 - Tri State Corvair's Concours

May 14-15 Corvair Club of Maryland Concours & Autocross, Columbia, Maryland.

I have additional info.

May 27-29 Friends of Corvair Midwest Mini Convention, Kent State Univ.

I have extra info. packets.

June 4-5 WPCO Concours, pool party, etc., plan on the entire weekend.

Sept. ? South Jersey Concours & Vintage Chevrolet Show.

All of the above clubs have and/or will support us. Plan at least one weekend vacation around one of the above events.

B. The Vintage Chevrolet Club has asked WPCO and the Corvette Club to help them provide 25 cars to be displayed in the Eastland Mall in Meekesport sometime this summer. Let me know if you would like to display your Corvairs.

C. Ivan Clever is now in Florida until May 1, and will represent WPCO at the Florida Corvair Affair over the Easter holidays. Ivan has already volunteered to run the flea market at the Concours.

D. Ron Federczak, V.P. of Group Corvair, was kind enough to loan us negatives of the beautiful pictures he took at our 1976 Concours. They will come in handy for this years promotions. Ron also sent pictures to Corsa after last years concours and they were featured on the front cover of the July 76 Communiques. Let's try to support Ron's club on May 14-15. Again, these are really fun weekends and we sure owe a lot to our sister chapters in neighboring states.

7. 1977 DUES - LAST CHANCE

There are still many members who have not mailed 1977 dues of \$6 to:

Carolyn Sullivan, Treasurer

R.D. #2, Box 411-A

Saltshurg, Pa. 15681

The by-laws state that membership will automatically lapse if dues still unpaid at the end of February. Technically the delinquent people are no longer members, however, we will wait until next months newsletter goes out to remove these names from the mailing list and roster. In other words, if you are still delinquent, this will be your last newsletter, unless you take action now! If in doubt about your status, give Mrs. Sullivan a call at 639-3857.

NEW MEMBER

Annette Senter
896 Maplewood Dr.
Pittsburgh, Pa. 15234
561-6594

Miss Senter is a 39 year old accountant. Sounds like a natural for a future treasurer! An unidentified member saw Annette in her 67 sedan and gave her an application form. There are many Corvair lovers out there who would also join, if they knew that we existed.

The following thank you letter appeared in the newsletter of the South Jersey Corsa Chapter. People like Bates & Mike prove again: "The wisest people drive Corvairs"

THANK YOU FELLOW RARE BREED'S

Thank God for greenapples and the Corvair Club. While on vacation, Nov. 76, traveling from Washington D.C. to Johnstown, Pa. on Rt. 70, ten miles from Breezewood. I heard a loud snap from the rear of my Greenbrier. I had no M.P.H. increase, but I did have an R.P.M. increase. I eased to a stop, checked underneath and everything looked allright. I asked my wife to start and put the car in gear while I watched the clutch cable and fork, all was working free but no drive. My wife left the clutch out then shifted into all gears. That was it, a broken clutch shaft. I waved a passing motorist and asked if he and his wife would drive my wife to Breezewood to get a tow truck. A short time later we were in a service station and calling Johnstown to have someone come and pick us up. All of this activity started about 11AM, we were in Johnstown around 5PM.

I called a fellow member of Corsa South Jersey and got the name and phone number of Al Friend of Western Pa. chapter. Al did not have the parts I needed, he said he would try to locate them for me. On Sunday I had the Greenbrier towed the 70 miles to a friend's garage, Auto Craft, in Johnstown. This was done amidst sneers, chuckles, wise cracks and general all around rolling on the floor laughter. With statements like, you will never get parts out here, there are no Corvairs around here. If you want we will drive you the 370 miles home to get the parts from your stock.

Sunday evening I got a call from Bates Murphy of Murrysville Pa. who said he had the parts I needed. On Monday I dropped the drive transe to be sure of just what I had broken and had to replace.

With the aid of a friendly native in a Vega we went in pursuit of a clutch shaft and a stator shaft seal. we arrived at Bates Murphy's house to find him working on two Corsa or Spyder clocks. My parts were waiting on his bench for me. Examining the shaft, it was the right length, but a larger dia., it seems this shaft is for a late model. Bates suggested a cup of coffee while he tried to call someone else who might have an early 4spd shaft and seal. After about seven phone calls, Wa-La, success. Mike Sullivan had a trans axle on the floor all set to put in a car but was willing to wait so I could get back on the road. He let me have the clutch shaft and a new seal.

The fellow driving me was so surprised at the type of people involved in Corvairs, he did not expect to find Gentleman Mechanics.

My wife's friend who used to travel in the snow horse circuit, said she thought her people were close knit, but the Corvair Club people are a rare breed. They really go out of their way to help each other.

A profound Thank You to all of the people that helped get us rolling again. Especially the members of Western Pa. Corsa.

Bill Laney

YOU SAY THAT YOU WOULD GO OUT AND BUY A NEW CORVAIR, IF ONLY THEY WERE STILL MADE? SAVE YOUR MONEY!

By CHARLES B. CAMP

Staff Reporter of THE WALL STREET JOURNAL
NEW ORLEANS--

Nearly four years ago, when the mod-dressing, sometimes-controversial John Z. DeLorean suddenly quit as vice president in charge of General Motors Corp.'s giant North American car and truck empire, he caused a major stir in Detroit.

Though still under 50 years of age, he was regarded as a rising star at the No. 1 auto company, and perhaps even presidential material. And GM men at that level, after all, just don't do things like that. Mr. DeLorean at the time had little to say about his reasons or his plans, but he clearly felt somewhat constrained by the legendary committee-management system at GM and unable to pursue his own ideas.

Now, at 52, the outspoken six-foot-four Mr. DeLorean is planning to cause another stir in Detroit.

Prospectus Filed With SEC

He has disclosed, in a preliminary prospectus filed with the Securities and Exchange Commission, plans to pursue one of his fondest dreams to the fullest extent possible. That dream is to put into operation nothing less than a full-blown new auto company, complete with its own plant and a 2,000-employee payroll. The company would be built around a radical new sports car that claims everything from blinding acceleration and 30-mile-per-gallon highway fuel economy to a rust-resistant plastic and stainless steel body. It also boasts automatically inflating air-bag safety devices intended to protect passengers in crashes as severe as 40 miles an hour into a solid wall.

As before, Mr. DeLorean isn't saying much—in part, apparently, because the SEC doesn't want him to under its rules for securities offerings. But, after all, everyone knows you just don't do things like what Mr. DeLorean is planning.

And in fact, Mr. DeLorean's own prospectus makes it painfully clear that his chances of success are far from assured. It warns would-be investors right on its cover that no one has done what the former GM executive proposes "in at least 25 years" and that investment in the project is so risky it should be considered "only by those who can afford a total loss" of the \$25,000 minimum investment that they would be required to make.

What's more, the prospectus makes it clear that even if the two million common shares involved in the proposed offering are fully subscribed, the \$10 million that would thus be raised wouldn't be enough to get the new car to market—or even close to market. It makes clear that unless another \$75 million to \$80 million can be raised, the whole project would run out of gas. But so far, the prospectus says, no arrangements have been made for such added funding.

Offering to Dealers Only

Initially, however, the general investing public won't run any such risks; it can't buy any shares. The proposed offering is being limited to between 150 and 400 established automobile dealers, who, if approved by DeLorean Motor Co., would buy a minimum of 5,000 shares at \$5 each and at the same time would become franchised dealers for the new car. They wouldn't be allowed to resell their stock, except under special circumstances, before the vehicle, now called only the DMC-12, goes into production. That

event currently is scheduled for the fourth quarter of 1978.

But such financial niceties seemed to cause little concern among the crowd of car dealers, advertising men and auto executives who were given a glimpse of a working prototype of Mr. DeLorean's proposed new car at the annual National Automobile Dealers Association convention here. Mr. DeLorean's aides arrived here over the weekend and quietly established a suite where prospective dealers could pick up copies of the company's preliminary prospectus and then yesterday the auto was put on display.

Mr. DeLorean, looking tanned and fit with modishly long hair, stood by, greeting dealers he knows. Among the others viewing the gleaming silver-colored two-seat sports car were the current GM chairman, Thomas A. Murphy, as well as several former associates of Mr. DeLorean from GM, Lee A. Iacocca, Ford Motor president, and James McLernon, president of the new U.S. manufacturing arm of Volkswagenwerk AG. Mr. DeLorean assured reporters that Mr. Murphy was "very complimentary" about the car.

Mr. Murphy himself told reporters, "I wouldn't buy one, but it depends on what you like."

Radical Concepts

The car is, indeed, radical both in construction and design. It would be constructed of a combination of glass-fiber-reinforced plastic and stainless steel through a new process, which, the prospectus warns, is largely untried in the automobile business. (Mr. DeLorean, incidentally, through another company controls some of the patents to that process, the prospectus discloses.)

The vehicle is designed for a rear-mounted six-cylinder engine to be purchased from an unnamed European auto maker.

The car is supposed to be able to streak to a speed of 80 miles an hour in less than eight seconds, a feat that would make it one of the peppiest cars on the road. Because of extremely low weight, it should also be able to get 26 miles per gallon in the city and 30 on the highway, the prospectus says.

The body exterior will be stainless steel, with some inner portions made of plastic—something that prompted one of Mr. DeLorean's aides to quip that scratches could be "rubbed out with a Brillo pad." The prospectus says the car, which features "gull-wing" overhead doors, was designed by a prominent Italian firm that also has designed some similarly exotic \$20,000-plus European sports cars. The car will be air-conditioned and have air-bag safety devices and other advanced safety features. The only thing not disclosed was the proposed price—the company indicated only that it would be in the over-\$10,000 class of a growing U.S. sports car market.

Like Henry Ford

"We'll make it any color you want so long as it's stainless," Mr. DeLorean quips. Asked if he is worried that consumers might balk at a lack of colors, he replies, "Well, Henry Ford did it"—a reference to the auto pioneer's success in selling only black cars for years.

Any other references to the automotive colossus created by Henry Ford, however, would be highly inappropriate. For one thing, Mr. DeLorean's initial goal is production of only about 20,000 cars in the first

year and maximum annual output of 30,000. Sales in that range would hardly be noticeable in a U.S. auto market running about 10 million units annually now, or even in the so-called "sports car" market accounting for about one million sales a year.

But DeLorean Motor Co. indeed appears to be serious—it is looking for a 550,000-square-foot manufacturing plant to buy or lease, and if that fails, the prospectus says, the company may even try to build one. It expects to be a 2,000-employee company once production starts, including 1,600 production workers.

Since work on the car began in earnest in late 1975, about \$2,375,000 has been spent on the project—money apparently obtained from private sources. Another \$1 million from these sources is expected to be spent, largely by the end of the first quarter. But that won't even finish development work on the car—such things as assembly of 11 prototypes for testing, including crash testing—nor will it set up a production facility. In fact, to set up a production operation, the

company estimates it will need an additional \$75 million to \$82 million beyond the \$3,750,000 to \$10 million that would be obtained from the proposed offering. It said it will try to obtain that money through borrowings or additional stock sales.

The Ill-Fated Bricklin

In some ways, Mr. DeLorean's project may be compared with the ill-fated Bricklin sports car venture of a few years ago. Wealthy U.S. entrepreneur Malcolm Bricklin briefly brought into production a two-seat sports car in a Canadian plant and produced about 2,000 of them before the operation was halted in late 1975 by cash problems.

On the other hand, Mr. DeLorean's project has some differences. For one thing, he is heavily experienced in the auto business and has added several similarly experienced associates to his top management, including a former key GM engineer and a former veteran GM financial executive.

He has also selected a well-known and sometimes controversial marketing man—C. R. "Dick" Brown, who played a major role in the spectacular rise in popularity of the Mazda Wankel rotary engine cars of the early 1970's. The energetic and talkative Mr. Brown, who eventually left the Mazda operation after it hit hard times in the wake of the energy crisis, became embroiled at that time in a running public controversy over charges that Mazda rotary engine cars got relatively poor fuel economy.

Moreover, the Bricklin venture didn't attempt to seek outside shareholders as Mr. DeLorean is doing. And to some extent, that might have even made Mr. Bricklin's short-lived fling in the auto game a bit more comfortable than Mr. DeLorean's has been lately. For because of stringent SEC rules regarding statements relative to proposed new stock offerings, the usually outgoing Mr. DeLorean and Mr. Brown have had to maintain surprisingly low profiles here.

The tiny suite for dealers here was only modestly identified. Visitors were asked to make written requests and sign for the receipt of the preliminary prospectus. A corporate attorney patrolled the suite, and company officials said they had been advised by the SEC against showing a film of the car in operation to prospective dealer-investors. Nor were any permitted to drive the prototype—it was admired on a platform instead.