

**THE WESTERN PENNSYLVANIA CORVAIR CLUB  
NEWSLETTER**

NOV. 77

Published monthly by the Western Pennsylvania Corvaair Club, a chartered chapter of the Corvaair Society of America. Materials for publication should be to the editor by the 20th. of each month: Al Friend, 3677 Forbes Trail Dr. Harryville, Pa. 15668.

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Non members, \$5 per issue

**CORSA MEMBERSHIP RENEWAL** - When your Corvaair annual envelope arrives in the mail: FILL IT OUT COMPLETELY, make your \$10 check PAYABLE TO CORSA, & mail both to OUR TREASURER: Mrs. Carolyn Sullivan, 8192, Box 411-A, Saltzberg, Pa. 15681. If you do not receive through W.P. C.C. it will cost \$12.

**OFFICERS:** President, Al Friend, 383-2588 Treasurer, Carolyn Sullivan, 639-3857  
Vice President, Dave Patrynski, 327-7301 Secretary, Judy Jones, 882-0109

1. OUR NEXT EVENT, SUNDAY NOV. 6, AUTO-CROSS SCHOOL, AT N. FINE AGE LOT  
Dave Patrynski has again worked very hard on this event, & a good turnout is the best way to express our thanks. THIS WAS ONE OF OUR BEST EVENTS LAST YEAR, & I'M SURE THAT IT WILL BE EVEN MORE FUN THIS YEAR.

**PLACE:** North Fork swimming pool lot.

**DATE:** Sunday, Nov. 6

**TIME:** First car off at 12 noon.

Softer appears at 9:30 or so. **HELP NEEDED!!**

**FEELING:** Sex lunch, helmet & stop watch (if you have either)

**PRICES:** 50¢ per run (Only trying to recover costs)

**LADIES SPECIAL:** You get a free run after your hubby or boy friend makes his first run.

**CAR PREP:** Arrive without hubcaps; remove all excess items, (make the car as light as possible); **MUST** have a minimum of 30 lbs. in front tires, & more in rear, maintaining differential printed on the back of your glovebox door. Recharge a partial tank of ~~gasoline~~. (A full tank weighs too much).

Several of our experienced drivers will be on hand, and passengers will be permitted for instructional or observation purposes. Learner helmets will be available, & timing will be by stop watch. Have fun and run at your own pace.

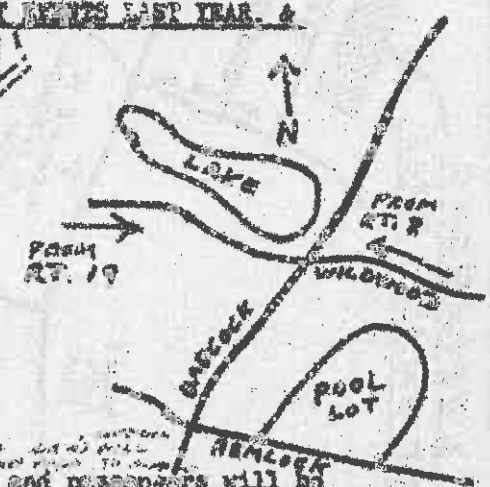
This is a great way to try the sport, while learning a lot about handling a car in tight turns. (This knowledge & confidence could even save your life someday) No keep the course fairly tight so speeds will probably not exceed 35 or 40 MPH. & the course will be plainly marked with lines & rubber pylons. The gals did extremely well last year, but we guys are out to win this year!!!

OUR NEXT MEETING, NOVEMBER, NOV. 14, AT THE WEST LEUCHBURG FIRE HALL (MAP ON P. 2)

The next meeting will be held at the site of our April 25-30 show to be held in conjunction with W. Leuchburg's 50th Anniversary. It is an important meeting in that final plans & decisions concerning this show must be made. We will also discuss our Jano show, & we hope to have a very educational demonstration, on properly changing the push rod "O" rings in a Corvaair engine.

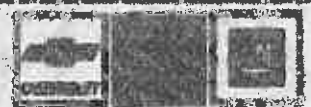
**CORVAIR ENGINE MAINTENANCE:** Pgh. people should plan to meet in the A & F lot on Rt. 206, post beyond Chev. for a 7:15 SHARP departure for the meeting.

*THIS SUNDAY!!*



*(RAIN OR SHINE)*

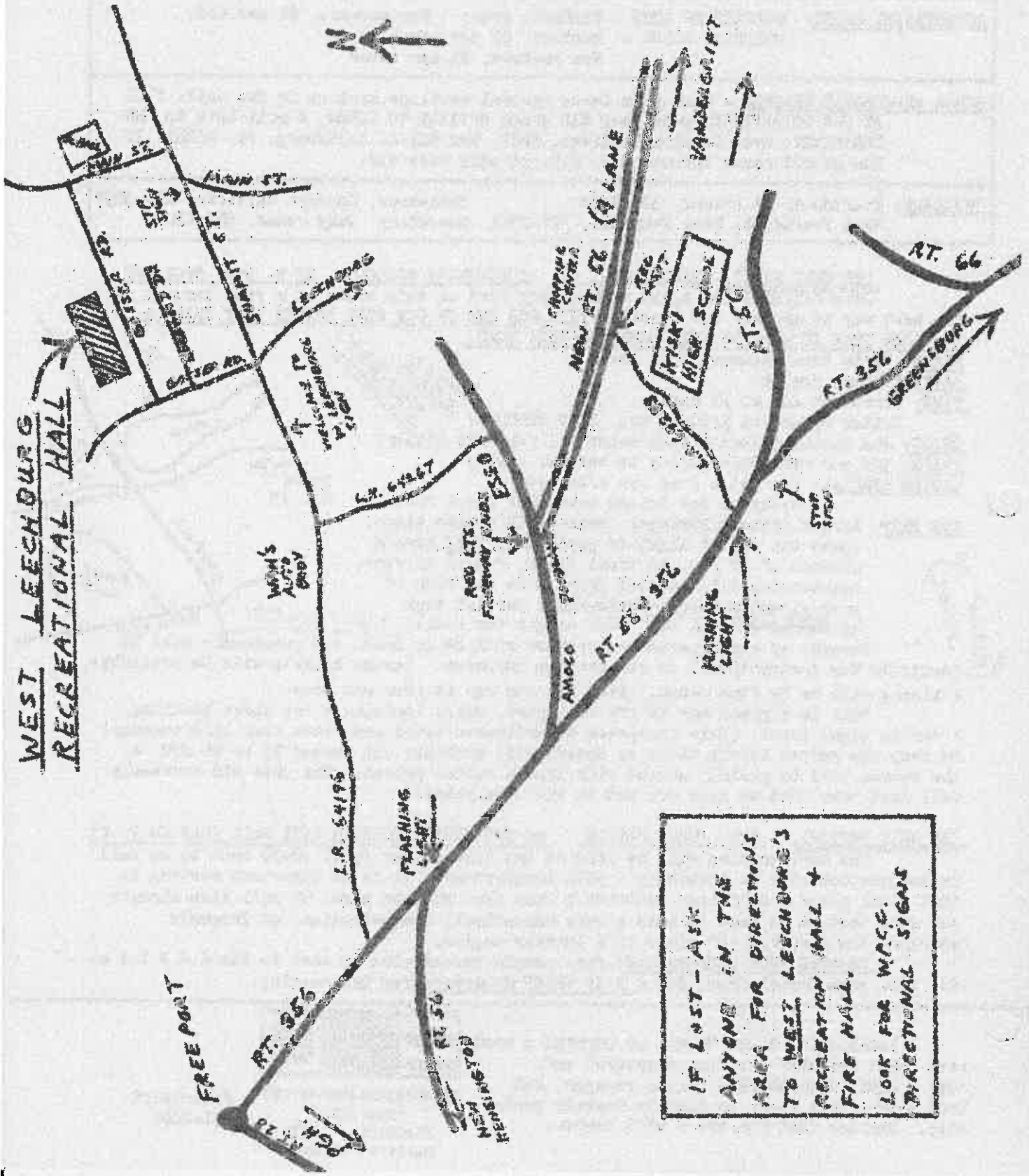
Looking for a new Chevy, or perhaps a used car? Well remember our fine sponsors, and "GET A CHEVY FROM DAVE", Dave's manager, and WPOC member John Gony is tops in Corvaair parts also. Mention that you are a WPOC member.



**GENERAL CHEVROLET**  
"Chevy 1983"  
FREEPORT - 16030  
266-2171 - 234-0171

**McKeesport**  
751-2800

**WEST LEECHBURG RECREATIONAL HALL**



IF LOST - ASK ANYONE IN THE AREA FOR DIRECTIONS TO WEST LEECHBURG'S RECREATION HALL & FIRE HALL. LOOK FOR W.P.C.C. DIRECTIONAL SIGNS

2. OUR LAST EVENT

Another tremendous turnout, despite a cold & rainy day. Would you believe, 19 Corvairs & 4 water pumps! (Plus 1 Artzberger Van Woe).

About 75 people enjoyed the sights & sounds of Fort Ligonier and the beautiful little town named after the frontier fort. It was like stepping out of your Corvair time machine into the 18th. century, where you were swept up in the preparation to attack the French stronghold at the Forks of the Ohio. You sort of wished that you could return to those rugged frontier days, until you visited the fort hospital!! NOW, thank God for modern medicine!!! The medical demonstrations were interesting, but the artillery firings were simply out of this world! (While waiting for the rain to let up, Pat Greenwald suggested that we sell WFOC umbrellas at ALL of our events!! With the temperature dropping into the low 40's the boiling apple butter kettle, with it's roaring fire seemed to be the most popular spot!

As expected, the Fall foliage was at it's peak, & the drive through the mountains to The Laurel Highlands Motor Inn was beautiful. The Inn rolled out the red carpet for us by reserving the main dining room for the club, & providing a huge meeting room. The meal was absolutely delicious. I do believe that many future WFOC Convoys will terminate at this Inn.

3. OUR LAST MEETING

Our last meeting followed the Corvair Convoy and was attended by over 60 members & their families. Another super turnout by the newer members made it an especially good meeting. Long missing Ron Helleish & family even turned up!!

We decided to have two shows in 78. (April 28 - 30 at the W. Leechburg Rec. Hall & late June at the Sheraton on the Mall in Monroeville). Ivan Clever being chairman of the April show & Wayne Jones chairman of the June show. (Headless to say, Wayne missed this meeting!! Both shows were discussed, along with the raffle car, & the new Pa. Classic Car license plates.

Carolyn Sullivan reports that we have \$394.49 in the treasury, with tee shirt money coming in.

4. THE RAFFLE CAR (1965 MONZA COUPE, AUTOMATIC, MAROON/BLACK)

Raffle tickets were distributed to all members present at the meeting. Each book contained ten \$1 tickets. ALL TICKETS, STUBS, & PROCEEDS WILL BE HANDLED BY OUR TREASURER, CAROLYN SULLIVAN, RTG, BOX 411-A, Saltburg, Pa. 15681, (412)639-3657. SEND STUBS & A CHECK (PAYABLE TO WFOC) TO CAROLYN, OR JOHN IN CASH AT THE MEETINGS & EVENTS. WHEN ADDITIONAL TICKETS WILL BE AVAILABLE.

The car is being restored from the ground up. Dan Crawford may have it painted for this meeting. As Eddie & John Greenwald get it into good mechanical shape, we will publish a list of needed parts. All parts donations will be graciously accepted & acknowledged in the newsletter.

I unofficially understand that Ivan has already sold 10 books, Arch Miller has sold 5, and Ben Rawson 2. FANTASTIC!!! As stubs & proceeds come in to Carolyn, the leaders will be published in the newsletter. We are off to a great start, don't let the club down, do your part.

Who can get us a good price on 4 radial tires, or better yet who has a friend in the tire business who would like a lot of advertisement for a tire donation? When the car is completed, color pictures will be made available to members.

5. NEW MEMBERS

Bob Helfer, Pch. 373-2941. Bob is a 45 yr. old engineer who owns 64 & 65 Monas's. Bob was introduced to WFOC by Ivan Clever.

Chuck Rivz Jr., Leechburg 845-1581. Chuck does not presently own a Corvair & was introduced to WFOC by Ivan Clever. Hope to see you in a Vair soon, Chuck.

Bill Brill, Greensburg, 837-5082. Bill is a 58 yr. old store mgr. who owns the elsen 62 Monas sedan that we all admired on the Stern Convoy. Bill was recommended by Bob Holdartaux.

Mark & Daisy Shields, Pch. 563-3361. The Shields are in their early 30's & own two 65's & a 67 Monas sedan. Mark drives for The Suburban Bus Lines. They read about WFOC in the Corva publications.

FOR SALE

Gay & Betty States are moving to the S.W. and selling most of their Corvair inventory. You may want to give them a call in Salem, Ohio. (216)537-2885. We'll miss ya'll.

Parting out Maroon/Red 65 Monza Cp. (wheels, tires, caps, exhaust, lights, lenses, glass, doors, lids, chrome, dash, bench seats, rebuilt eng/4 sp. etc.) Offers  
 Patricia Mattes, Clairton 655-9324

61 op. auto, 60,000 sq. millis Field, Clarksburg, W. Va. (304)873-1346.

THIS & THAT

Ivan Clever has moved, his new address is: 145 Boyd Dr. Sarver, Pa. 16055. No phone yet.

"THE BANK" downtown Pittsburgh's 1900 era, multi-million dollar, luxury shopping bazaar has requested a Corvair display in the spring. I think that our good friend, Sketcher Rasp of Market Square put a bug in their ear. FANTASTIC!!!

North Huntingdon's Homecoming game was rained out on Oct. 1 & played on Mon. night Oct. 3. Corvair convertibles owned by Bob Holderbaum, Arch Miller, Ken Good, & Abe Martin paraded the queen and her court around the field at half time. Oakmont cancelled the queens parade due to rain, so John Greenwald's efforts were for no avail.

The tour to the San Diego Corsa National Convention next year is planned as a tour, not a charter at present. In other words, we will not have our own plane unless 175 people sign up, which is a possibility. Call Bill Klotz A.S.A.P. if interested. (216)467-3628. July 20 - 23.

★ PLEASE, WHEN SIGNING UP NEW MEMBERS, BE SURE THAT THEY UNDERSTAND THAT THEY MUST ALSO JOIN CORSA. TELL THEM ABOUT THE TREMENDOUS PUBLICATIONS ETC., & THE \$2 DISCOUNT ★

It is also time to send in your \$6 WFCC 1978 renewal dues. Send all dues directly to our treasurer, Carolyn Sullivan, address on page 1.

How about the fantastic wins Yonko Stingers are making all over the country. Be sure to read the Competition News column in the latest Corsa Communique. The cardboard & plastic foreign junk ain't seen nothing yet!!!

Our National Convention in Minneapolis got tremendous coverage in the Sept. 6 issue of OLD CAR. read and enjoy it.

FROM THE PER. 77 NEWSLETTER OF CORSA, WEST OF LOS ANGELES.

TECH TIP

NOTE FOR ALL MODELS

ACCELERATOR LINKAGE

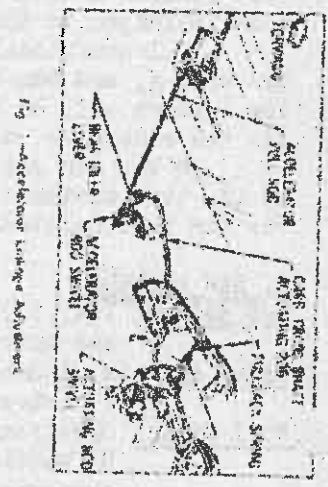
Accelerator linkage on all 1967 Corvair engines should be adjusted to get simultaneous full throttle position at the accelerator pedal, the throttle cable lever, and the carburetor throttle lever. The pedal should travel about 1/2 inch (at the cable lever located on the transmission) to adjust to furnish a pedal angle comfortable to the driver.

Complete accelerator linkage adjustment is as follows:

1. Disconnect the accelerator pull rod travel from the rear lifter lever (Fig. 1).
  2. Depress the accelerator pedal spring. Remove the carburetor cross shaft adjusting rod swivel from the cross shaft.
  3. Pull the carburetor cross shaft adjusting rod rearward until the rear lifter lever hits the stop on the bracket. Rotate the carburetor cross shaft to move the I. D. carburetor into wide open throttle position (thru detent or feathering).
- With the carburetor cross shaft and its adjusting rod held in the above position, align the adjusting

rod swivel until it freely engages its mating hole in the cable shaft lever, then transfer the cable from the lifter lever and back off the swivel five full turns and re-engage it in the lever hole.

4. Re-install the accelerator pedal spring.
5. Depress the accelerator pedal in within 1-1/2 inches of the floor carpet and check pedal in this position. The pedal setting is measured from the underside of the rubber flange at the top of the pedal. It is necessary to set the pedal at this height to produce comfortable pedal angle for the driver.
6. Rotate the rear lifter lever into wide open throttle position and re-mount the accelerator pull rod after adjusting the rod swivel so that it freely engages its mating hole in the lifter lever.
7. Re-secure the pedal knee and check the complete accelerator control linkage adjustment by depressing the accelerator pedal and inspecting the carburetor valve to insure that it is at the wide open throttle position.
8. When necessary, perform carburetor synchronization procedure as outlined in the 1965 Corvair Shop Manual under Engine Tune Up.



# More Than 650 Cars Attend Corvair Meet

Over the long weekend from Thursday, July 28 through Sunday, July 31, the Minneapolis suburb of Minnetonka, Minn. became the home of the 1977 convention of the Corvair Society of America (CORSA). Over dinner and wine, one could hear bits and pieces of conversations where Moss, Rader, Corso, Greenbrier and Cole were the key words. At the same time, Jack Ruppert in nearby Mendota, the name of the Hall Brothers' New Orleans Jazz Band was punctuated by talk of Yoko, Sprint, Stinger, Spyder and Fitch. Most noticeable on the highway where there is normally only an occasional Corvair, they were the majority. At the Marriott Inn, Conover, Hoadquarters, it sometimes appeared that there was nothing but Corvairs.

The first day was used mainly for setting in. During the day cars lined up for the Concours judging to be held on Saturday were displayed. Visitors set up their displays of paraphernalia in the large exhibit hall provided for their use and everyone got acquainted.

Friday, the big event of the day was a "craven" of over 100 Corvairs. Stinger, 10 bumper Corvair and five engines in each row, out for a tour of the 100 company area. A special area was set aside for the Corvair no. 2M employees

could take the opportunity to look them over. The anti-race police report was taken actively by authority. He had expected to shepherd a "few" Corvairs, certainly not 103 of them.

Saturday was devoted to the judging of Concours entries. More than 100 cars were judged in accordance with the CORSA Concours Rules. Judging was begun at 10 a.m. and ended at 6:30 p.m. Each area of the automobile was covered by two judges and each court of judges had a time with these to tell them when their two minutes allotted was up. This system made it possible for the judges to continue on their thing without having to wait for others ahead of them. As each class was finished and the scoring sheets given to the

winning table crews, the class would move out of the area, and another class would move in. Even the late rain that fell Saturday afternoon didn't deter the night time judges. The car being judged was simply covered under the "sky walk" out of the rain, and the judging continued.

All during the convention there were sessions being held having to do with various aspects of the Corvair. Topics covered included automotive transactions, a 100-mile experimental design that never got off the ground, installation of air conditioning, repair of fly-wheel, films on the introduction of various model years, display of model years, history & development of the Corvair and racing Corvairs. These sessions were held on a repeat basis to assure that everyone might have the opportunity to attend them after they completed some other event. The most loudly applauded speaker by far was that conducted by the grandstand referee and vice car owner, Richard Fitch, on "How to Keep Your Corvair Alive". Mr. Fitch also was in charge of the photographic of his book — of the same title.

Saturday night was the highlight and presentation of the Keynote by the Chairman, with one in each division. The keynote opened with a half-hour advertisement by a special group. The introduction was a special tribute to the 1968 Corvair National Association's member, Dale Polugona who succumbed to a fatal heart attack as the eve of the convention. The ISC and President of the day, Dick Miller, introduced the newly elected officers and board members of CORSA. They are President, Allen Martin of North Carolina, VP for a 2nd term, Herb Sherman of California, Treasurer, Bill Klose of Ohio, Board Sec., Bill Avelis of Connecticut and Exec. Sec., Tony Fure of Florida. New additions to the Board of Directors included Bill Avelis, Charles Lee of Texas, Dave Kent of Oregon, Bob Fish of Arizona and Ken Klugman of New Jersey.

It is interesting to note that the average age of the officers and board of directors is now down to 50 years. Several members commented to Old Cars that with a younger, more dynamic group such as this that CORSA will begin to make an impression on the general public and establish.

Guest speaker for the banquet was Frank Marlich — of General Motors Design Staff. In addition to his comments, he provided a 10-minute film dealing to do with outside influences on the design of the automobile. William Mitchell had been scheduled, but cancelled to attend his own retirement dinner.

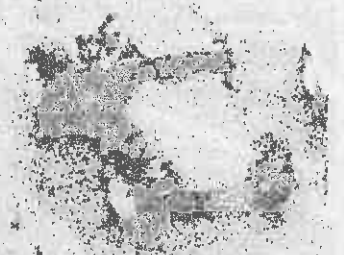
Following the presentation of the new officers, Concours Chairman Keith Johnson gave out the trophies for the Concours entries. Best of Show, First in Senior Class & People's Choice went to Don Schmeider from Lincoln, Ohio for his 1968 Corvair named "The Black Widow." With a total of 95.70 points, Don is being pursued and by 2nd place Senior Div.

First Junior from Richardson, Texas and his "Bad Boy" with 82.80 points, North Central Corvair Assn. members clamored for trophies for their car-owners.

It was also announced at the banquet that the 1978 Corvair Society of America's national convention would be held in San Diego, California.

Then came the car prizes. For this task, the hosts called upon the talents of Cheney Horden. And for the first time and one-half hour, Horden displayed an 100 with total hilarity. Most those in attendance will have forgotten the songs sung and the food eaten but it will be some time before they forget "Stinky" Barden. He made the evening.

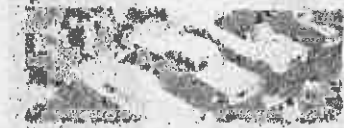
Sunday was the Autocross and the board of Director's meeting. Among the items noted on were a convention committee, constitutional updating, the 1978 convention.



It might look a little out of place, but it's Corvair-powered.

and utilizing the services of an outside CPA to cross-line and memorialize the financial aspects of operating the organization. Another indication that CORSA is moving forward and upward.

The Autocross saw a field of 27 cars, from an antique 22 hp Lohmann sedan wagon, to a mid-eighties V-8. Each car was allowed a trial run and then two timed runs, the best time being official. It is also interesting to note three ladies entered and drove the basic cars their hus-

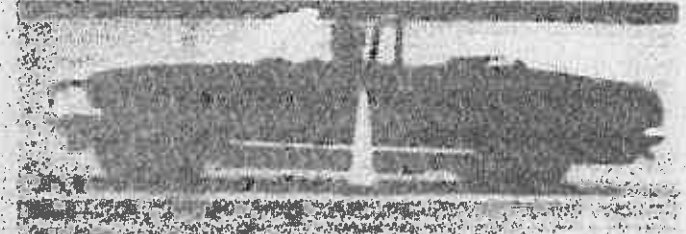


The Marriott courtyard.

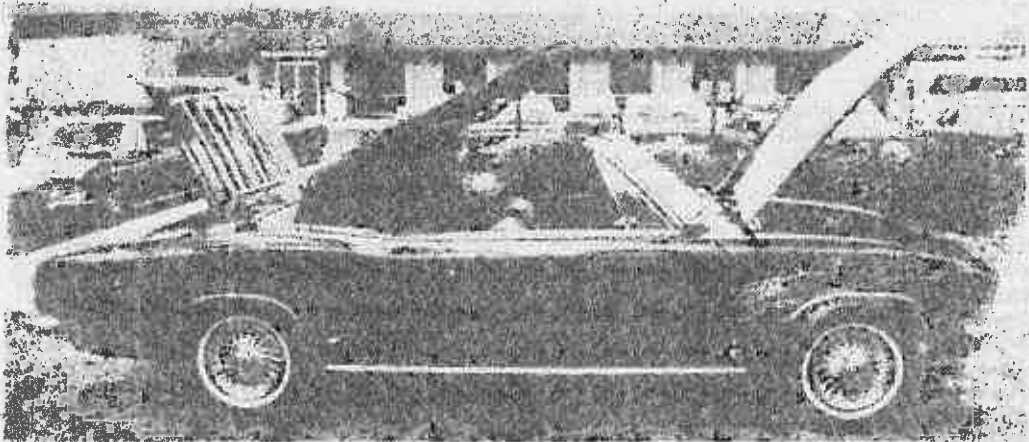
bands drove. One of them had the fastest time in her class, all 3 had better times than their husbands.

When it was all over, 1200 Corvair license had registered, 107 Corvairs had competed in the Concours, 642 people had been seated for the banquet and almost another 100 had to be turned away. The Autocross was run by 27 cars. A total of over 600 Corvairs had attended the 1977 CORSA National Convention. That is a success in anyone's book.

Old Cars would like to thank Ed Hill of NCCA for his assistance in preparing this report and for his hospitality to the Old Cars staff members who attended the convention.



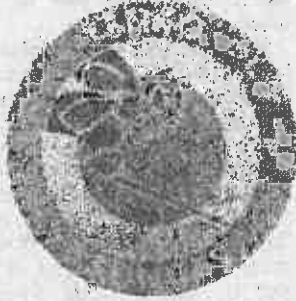
Marion Bonn taking the back turn of the Autocross in his V-8 powered Corvair. (Photo courtesy Clarence Day).



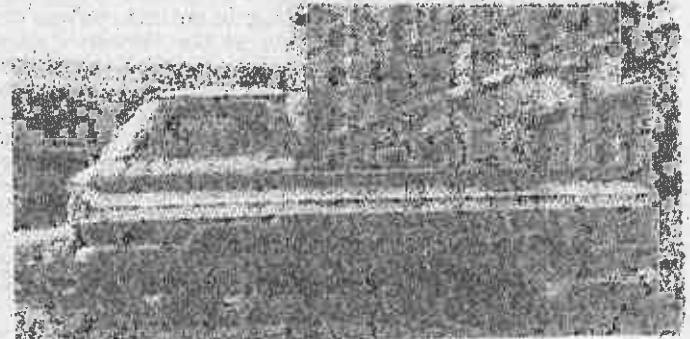
"The Black Widow." First place in Senior Division Concours, National Champion, Best of Show and People's Choice. The car is owned by Don Schneider. (Photo courtesy Clarence Day)



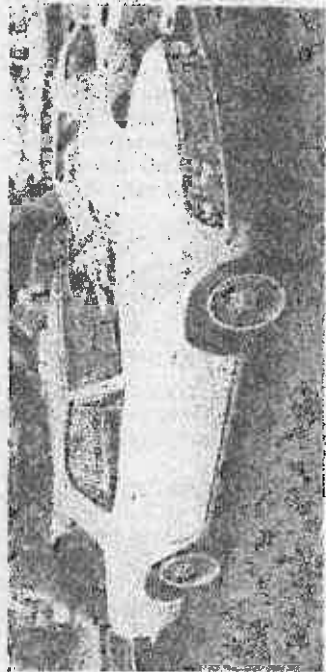
Don Schuster with two of the three trophies he took home for his "Black Widow." (Photo courtesy Jack Shindelfer)



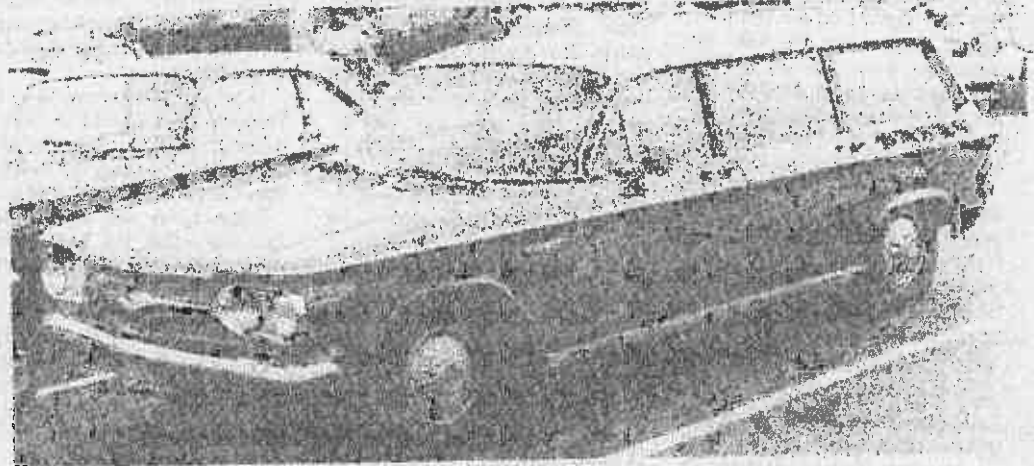
The famous Yenko Stinger decal.



A slightly modified rear end.



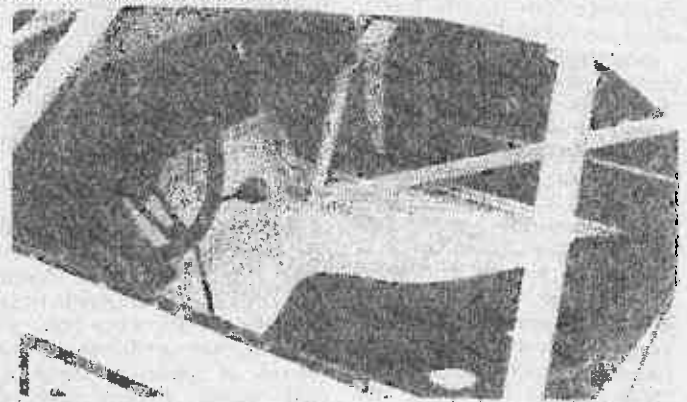
This rare Corvair was one of the few that showed up at the convention.



Only a few of the rare wagons showed up for the convention.



Joe Burch and his Yenko Stinger were ready for the long trip back to Texas. The week before the convention, Burch took second (behind a Ferrari) in the Autoweek Autocross.



The clean and not unattractive interior of one of the hotter Corvairs on display.