

OCTOBER, 1993

Minutes of WPCC Meeting
SEPTEMBER 28, 1993

Officers Present: President, Don Baker; Treasurer, Carole Friend; Secretary, Pat Greenwald.

Board Members Present: Dick Dandois, Vaun Hamlin, Wayne Jones, and John Sweet.

The meeting was called to order by President, Don Baker.

On a motion by Wayne Jones and a second by Jim Stokes, the minutes were approved.

The treasurer's report was read and approved. The current balance is \$171.02

Old Business

Al Friend thanked everyone who came to the anniversary event and expressed regret that Bob McCune could not attend. Jean Brill reviewed the Hannahstown event and Don gave the highlights of the Make-A-Wish Balloon event.

Dick Brier announced that the bus is full for the October 9th Hershey trip.

Vaun Hamlin discussed plans for the "Run Down Route 40" on October 10th. Laurie will provide complete details in an upcoming letter.

The issue of next year's meeting place(s) was discussed. Don stated that it should be a matter for the '94 board meeting.

New Business

Don has planned a rally for November 14th. The course will cover 45 miles (200 for Al and Carole).

Vaun is planning to attend the next meeting of the Legislative Council in Hershey on October 8th.

Al discussed the need for a bigger cushion in the club checking account. Suggestions for building up the account balance included; printing the newsletter every second month, and ad on the back of the newsletter, a dues increase, name tag fines.

On a motion by Wayne Jones and a second by Dave Fabyonic, the meeting was adjourned.

Bill and Irene Artzberger attended the Central PA Corvair Club "CORVAIR DAYS" meet at STRASBURG, PA over the week-end of Sept. 11 and 12.

Other members of WPCC were there as well. John Sweet and Charlotte, Marie and Dick Dandois and "SPARKY" (I don't remember his last name...) made an appearance representing our club.

As usual, the show came off very well. They had all of the "moving" events on Saturday and the Concours on Sunday. "TIGER II" made its appearance (It is now showing a little age having been finished in 1979, in time for the Detroit National Convention. That's 14 years ago!!!) However, it won a first place in its class (modified) with eight cars in the competition. There were a total of 38 cars and 8 FC's in the concours.

And now for the "REAL GOOD NEWS..."

Bill just purchased the very elusive 1967 rust-free MONZA coupe that he has been searching for for some time. Where? Right in our own back yard...Allison Park. Only two owners (who live on the same street) and with 42,000 miles showing.

Look for what will appear to be a FITCH SPRINT in the Spring!!!

Regards



I wanted to take just a few minutes to drop you a line and let you know that about a month ago I began a career as a sales consultant at BARDEN-MCKAIN FORD in Wexford. BARDEN-MCKAIN FORD is Pittsburgh's largest volume Ford Dealer, allowing me to pass on to you the greatest discounts and best service.

Our service department is open Mon-Fri: 8:00 am - Midnight along with new Saturday hours:

The sales department now offers a No Lemon Pledge which makes purchasing a "LEMON" almost impossible. The sales department hours are Mon-Fri: 9:00 am - Midnight and Saturday 9:00am - 5:00pm.

In closing, I ask that if your looking for a new or used car or truck, call me to set up an appointment so we can discuss your transportation needs in a pleasant, non-pressure environment.

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THOUGHTS

Having read the minutes from September, it's pretty obvious that if dues are not raised, the Journal can't be sent out on a monthly basis. It's equally obvious that most are opposed to any increase in dues. Ultimately, careful consideration should really be given this subject. Many of us, due to business travel, work hours or meeting location only have contact with the Club through the Journal and a few yearly events such as the parades. We by far are the least expensive Corsa Chapter to belong to and we offer a great program of events. BUT, a goodly number of participants DO NOT attend monthly meetings. How then do they know about events? THE MONTHLY NEWSLETTER keeps us posted and pumps us up for the events. True, raised dues will cost us a few members but in the long run I suspect publishing fewer newsletters will cost us far more.

Speaking of the newsletter, our family had it for several years, gave it up, then got it back FOR 1 YEAR which has become two. The January 1994 issue needs an editor/publisher. We cannot continue to dedicate the time necessary to do a journal. Beyond this, the Journal ought to be handled by someone who at least occasionally attends a meeting. This one is out, and we'll do the November issue which is traditionally the last of the year. Hopefully we can publish an address in the November issue where all the materials for the January issue should be sent. If we don't, continue to send it to me and we'll forward it.

If the Club wishes, we'll continue to handle the yearly official paperwork with Corsa and the computerized list of members. That would also mean sending the address labels out each month to the editor if necessary.

DALE, ELLEN, JAY AND BRIAN SMITH

WHO SAID THERE'S NOTHING TO DO IN NOVEMBER?

Steel City Classics has invited Western Pennsylvania Corvair Club to join them for an evening on the Gateway Clipper boat the Magestic. Johnny Angel and the Halos will be performing an oldies dance aboard the Majestic on Wednesday, November 24, the night before Thanksgiving. Steel City Classics plans to be aboard too. The cost is \$12.50 per person; you won't be disappointed. They are one of the best oldies groups in the Pittsburgh area. This is a regular evening cruise leaving the dock at approximately 8:00. Snacks and beverages will be available for purchase on the boat.

We hope to get seating together, but in order to do so we must have an idea of how many plan to go and submit our reservations early. If you are interested in attending, call Ray and Elaine Ford at 276-0384 or Dale and Ellen Smith at 563-4047 evenings, 561-2456 days no later than October 31, 1993.

Family and friends are welcome to join us. Get your turkey ready early and come join us for what should prove to be a fun night.

THE FOLLOWING 5 PAGES WERE HANDED TO ME IN A SEALED ENVELOPE AT A CAR SHOW. THE ORIGIN IS UNKNOWN.

A whole new ball game

With a design unlike any other, the Corvair blazed a new trail

Text by Bill Towart

Chevrolet gave birth to a new, wholly unconventional family member in the fall of 1959, the Corvair. This "new" vehicle has been described as "perhaps the most significant automobile of the post war era." An aluminum, air-cooled, horizontally-opposed six cylinder engine was rear mounted, similar to the popular German Volkswagon.

The Corvair's primary competition was the Ford Falcon, and Plymouth Valiant, which were also introduced as 1960 models. Automobile writers loved this new Bowtie entry and Motor Trend awarded the Corvair its "Car of the Year" award. The public, however, remained skeptical and the Falcon outsold the Corvair 435,676 to 250,007 units.

The sporty Monza nameplate soon became the most popular series and in 1962 the Monza Spyder made its first public appearance. Technically, the Spyder was an option package available on the Monza convertible and coupe. The package consisted of a special 150 H.P. turbo-charged version of the basic engine, and crossed flags identification badges on the rear deck. Air conditioning and the Powerglide transmission were not offered on the 1962 Spyder.

The Corvair also had two short lived station wagon versions labeled Lakewood and Monza. Production on the station wagons ended during the middle of the 1962 model run since

they were directly competing with the Chevy II wagon.

The excitement then and now was generated by the Spyder series. The engine included heavy-duty bearings, chromed upper piston rings, hardened crank, special valves, higher compression ratio, h.d. clutch and single three barrel carburetor. The Spyder option in 1963 cost a mere \$317.45.

In 1962, the Monza Spyder received an additional 20 cubic inches, redesigned hardware and gaskets to better seal against oil leakage

time.)

Total 1964 model production peaked at 199,387 units with the Spyder series accounting for only 11,241 combined vehicles. (2 door coupe 6,480-2 door convertible 4,761). Spyder sales were off 41 percent and while the Corvair would be produced until 1969, the handwriting was on the wall. The two men who were directly responsible for the Corvairs demise were Henry and Ralph.

The 1964 Mustang reflected the public's idea of what a low priced sports car should be and Naders highly publicized criticism of the Corvairs safety was the kiss of death.

This was, however, an era when Chevrolet was run by men who had gasoline in their blood, who pioneered new engi-

neering concepts and knew what automotive design was all about. A far cry from the Chevrolet we know and yawn about today.

Look for the collector car market to receive a major boost this year as the economy creeps out of the recession and the potential for investment gains (10 to 20 percent) overshadow bank C.D. rates.

See you on the road.

Bill Towart

Values below reflect vehicles in #1 condition with original power trains.

	1988	1993	% Increase
1964 Monza Spyder			
2-door coupe	\$6,000	\$8,600	43%
2-door convertible	\$8,500	\$10,500	24%
<i>add for K.O. wire wheels</i>	\$1,000	\$1,600	60%

around the rocker arm covers. *Car Life Magazine* tested the Spyder's performance in 1964 and recorded 10.6 seconds/0-60 mph and 17.7 seconds/79 mph in the 1/4 mile.

1964 Spyderys were identified by a Spyder signature below the Monza badges on the lower front fenders, crossed racing flags emblems on the engine compartment lid and full wheel covers with Spyder inserts. Of course, the most popular way to let people know it was a Spyder was to step on the gas pedal.

These low profile pocket rockets weighed in at only 2,475 pounds for the coupe and 2,580 pounds for the convertible. It wasn't uncommon to find yours sitting on the sidewalk while your friends laughed and talked about how easy it was to lift. (One end at a

In a league of its own

One of the most radical and controversial designs of all time

Text and Photos by
Bob Teague

Detroit—"The Monza Spyder, a sporty, turbo-charged version of the new Corvair convertible and CERV I, a low-slug experimental 'car of tomorrow' are expected to be among the 'hot cars' at the 'Chicago Auto Show.' The Spyder premiere at the Chicago show comes only three days after the first public announcement of a Corvair convertible by Chevrolet . . ."

Thus GM put the automotive world on notice that it was going to introduce a production turbo-charged car, the Corvair Spyder.

(Olds also offered a turbo-charged 215HP V8 in 1962-63 in its F-85 coupes).

1962 was the banner year for the Corvair. Sales hit their peak with a total of 328,500 units, including trucks. The slow-selling passenger

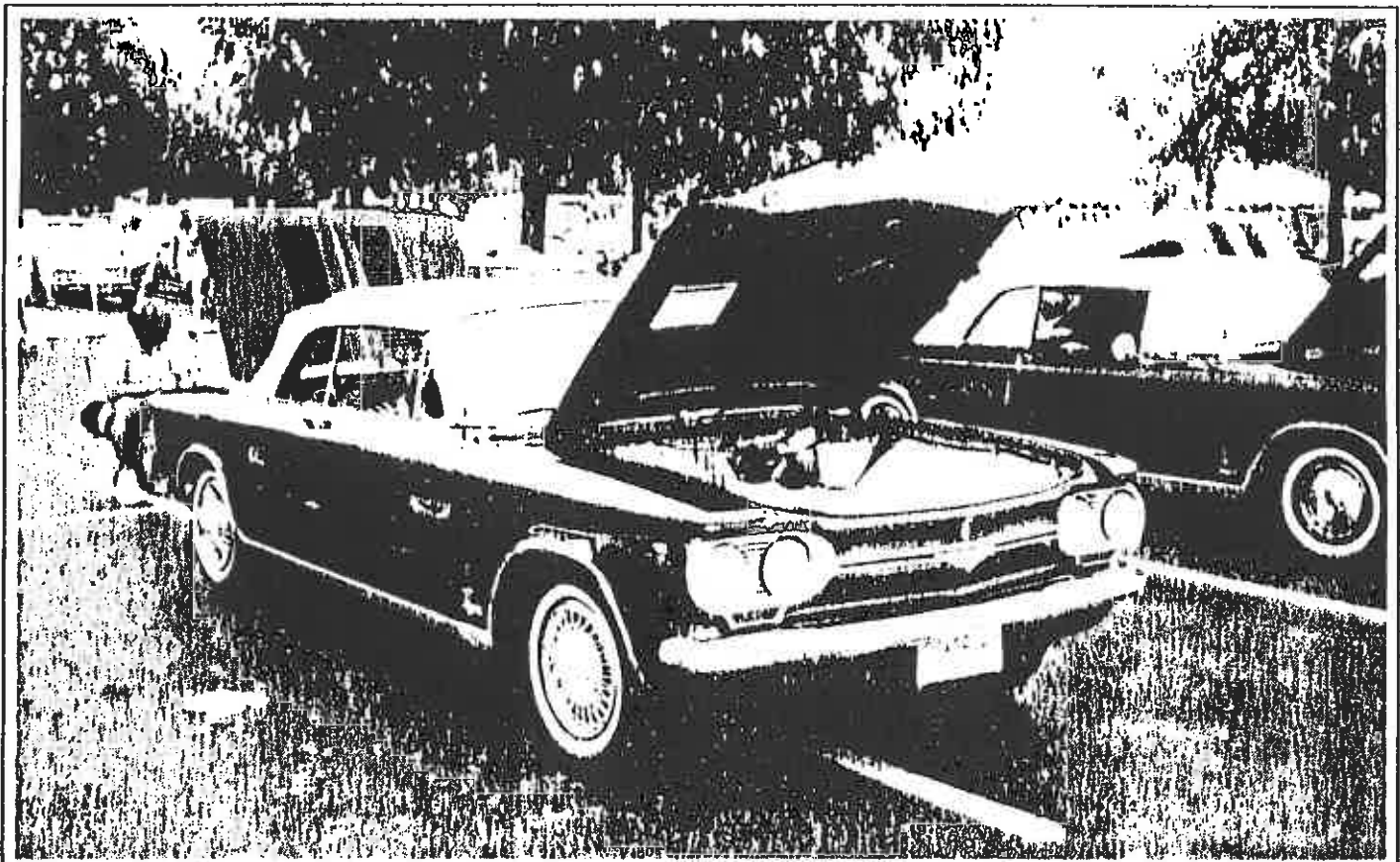
car-based station wagons were dropped and the Monza convertible and Spyder coupes and convertibles added. Sales dropped in 1963, however, and continued the downward slide until production ended in 1969. The Spyder is very likely the best known model name among the Corvair offerings.

They Spyders were produced during the 1962-64 model years and total production for both coupes and convertibles totaled 39,838 plus 656 cars that were assembled in Canada in 1964. Early in the 1965 model year when the second generation cars appeared, the decision was made to change the name of the series to the Corsas. The Corsas were offered in 1965-66 and had 140HP, 4 carb engine as standard equipment with a 180 turbo as an option.

All Corvairs, during any given year, had the same displacement in 1962 and '63. The Spyder displaced

145 cubic inches, putting out 150HP at 4,400 rpm. Displacement was increased in 1964 to 164 c.i. with horsepower remaining at 150 at 4,000rpm. Torque was increased with the larger displacement engine. The Spyder was all business. It was designed as an honest high-performance car and offered no frills or flashy add-ons. Minor emblem changes identified the Spyder from the outside. The interior came with the Monza buckets and trim with Spyder emblems. The instrument cluster featured a brushed aluminum look and contained a 6,000 rpm tach, cylinder head temperature gauge, manifold pressure gauge, 120 mph speedometer, trip counter and "gen/fan" and "temp/press" warning lights. An over-heat warning buzzer was also included. The Spyders came equipped with a 3-speed and a 4-speed as an option, which was chosen

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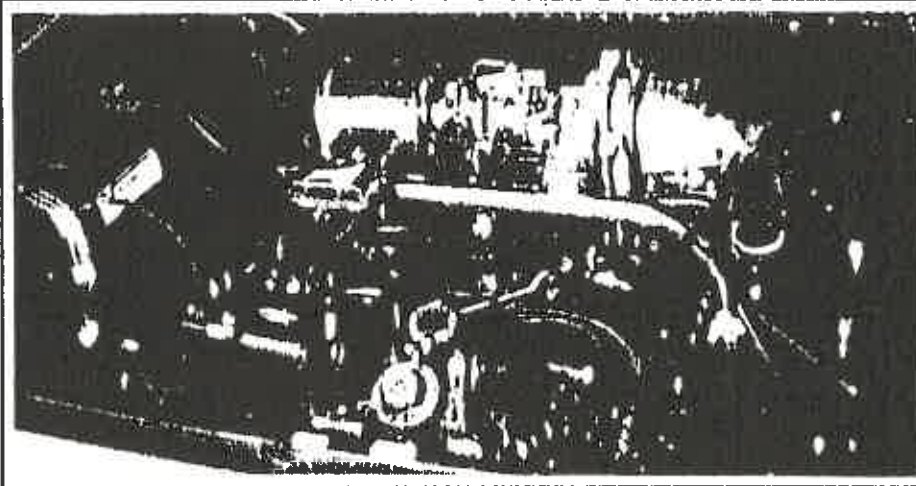
by most buyers. Options offered in 1962 of special interest to Spyder buyers included a HD suspension, metallic brakes and Positraction. In '64 the metallic brake option was not available as a factory option. All Corvairs received a front anti-roll bar and transverse rear spring so the HD suspension was more of a "tweaking" feature than a different suspension. A 3:55 was standard equipment on the Spydres.

Obviously, the engine had to be beefed up to handle the extra HP and stress from the turbo. Modifications to the stock motor included HD main and rod bearings; heavier rods, rings and crank; revised vent baffle plates at the crank cover and chrome alloy exhaust valve heads. Fuel was fed through a side draft Carter carb. The distributor advance curve was changed and a timing tab was added as was a pressure retard system to eliminate detonation. This produced a compression ratio of 8:1 and a 5,500 rpm red line.

A turbo engine needs a method of bleeding off pressure or it will come apart; this problem is usually dealt with a waste gate. The Corvair engineers, however, went a different route by limiting boost by restricting exhaust flow. This was a much simpler and probably less expensive route but it meant that the turbo did little or

nothing until around 3,000 rpm which is "turbo lag" defined. The boost was limited to 10 lbs/per sq inch. The turbo units, although designed by GM, were manufactured by TRW. So how well did this 6 cylinder, air cooled turbo-charged car with the engine in the back run? Did the \$421.95 Spyder option really buy performance?

Here are some performance figures from Spyder tests from 1962-64:



The Spyder option not only added the punch of a turbo charger, it dressed out the engine compartment with plenty of chrome trim.



Corvairs just didn't get any more sporty than this red '64 Spyder convertible. Performance from the little six cylinder turbo surprised quite a few people.

Car Life Aug. '62: 0-60, 10.8, 0-100, 31.8; *Popular Mechanics*, April '62: 0-60, 9.7; *Motor Trend* '63: 110 top end quarter mile at 17.9/80mph; *Car Life* '64: 0-60, 10.6, 0-100, 29.1, 1/4 mile at 17.5/79 mph.

One *Popular Mechanics* tester giddily reported that "... the Turbo was within 3.8 seconds of the huskiest Corvette reported ..." So the car did

run, once the 3,000 rpm mark had been hit and the lag was over. There are numerous stories floating around about Spydres hammering larger displacement cars in informal races and some of them may actually be true. Your writer has spend time at the Bloomington Gold Corvette bash and on two separate occasions, identified by a Corvair cap, was told by Corvette owners that they had found themselves looking at the back of a Spyder at higher speeds. They were very surprised and impressed at this turn of events.

Any car enthusiast who enjoys engine sights and sounds has to love a Spyder. The engine was trimmed out with lots of chrome and polished parts. Depending on the model year, one could find a shiny turbo heat shield; dip stick; carb parts; crossover pipe; fuel lines; oil pressure Tee fittings; fuel pump fittings; turbo oil line; cross shaft linkage and air breather. The turbo exhaust system exited the car through a 2 1/2" chrome tail pip with a cut out of the lower body sheet metal to clear the pipe. The engine sound might be described as a "nice growl" at idle and when the load pedal

was down, the exhaust note would make just about anybody sit up and take notice. So, that's the Corvair Turbo Spyder story. Whether one loves or hates Corvairs, there is little argument that they are interesting cars, and the Spydres maybe the most interesting of all.

A Little More **PUNCH!**

Bill Pierson's Corvair Spyder Coupe



Text and Photos by
Bob Teague

"The most fun of any car I've ever driven." This is how Bill Pierson, of Murphysboro, Ill., describes his 1964 Corvair Spyder coupe.

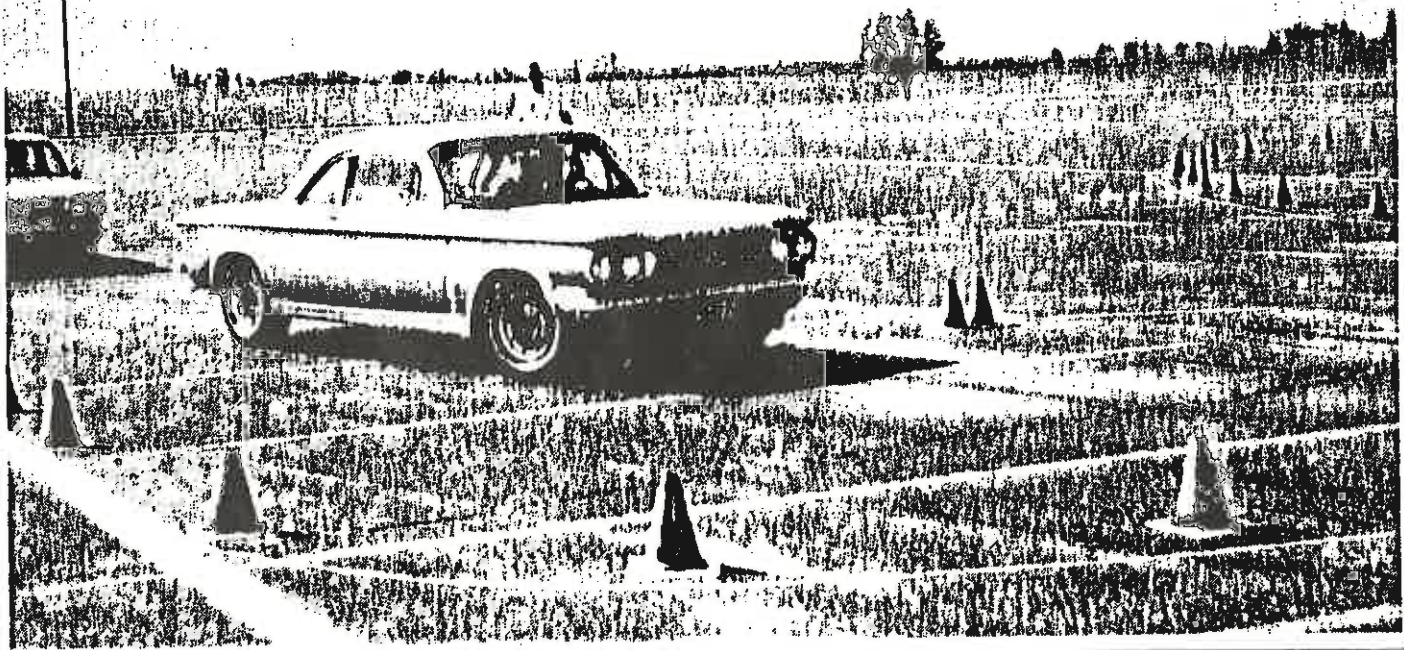
No stranger to Corvairs, Bill has owned a total of 12. In addition to the Spyder coupe he also has a '64 Spyder convertible and a '65 Fitch Spring. To keep him busy when he runs out of

Corvair work, he also owns a '52 Chevy 3-speed hardtop with an updated 235 six-cylinder in it.

Bill bought his first Corvair in 1972; it was a '63 Monza automatic. After spending some time with the cars, he decided that he wanted something with a little more punch—a Spyder. And after looking around, he found one close to home. The owner ran a feed store and had several old cars and Bill grabbed the Spyder coupe for \$375. The car had come



OCT 93 VAIR ST JOURNAL



With a rear engine layout like a certain famous German sports car and turbo power, the Corvair could carve up the cones pretty well. The Spyder was one of the few compact cars that offered some enthusiast appeal.

from Arizona and had no serious rust problems but it ran badly and was generally pretty ratty. After the car had been brought home, Bill decided that "it was a dumb move." Since the car was purchased in 1982, the Silver Blue/Medium Blue coupe has been completely re-done—stripped, painted, new mechanicals, new interior, tires and wheels—everything has been reworked or replaced except the 4-speed transaxle. Modifications include a Camaro spoiler; a cruise control system that is removed during shows; a stock radio with FM converter and True Spoke wire wheels and radial tires (finding after-market wheels for '60-'64 Corvairs is easy, The 13", 4 bolt pattern is identical to several Japanese cars). The car, still basically a driver, has 127,000 miles showing. In spite of being used as a driver, the Spyder has won over 20 local trophies and

has taken First and Second place awards at Corvair Society of America events.

One show that Bill left "trophy-less" was an antique car show held in

about. This one might be called "The Disaster That Got Away." Bill was returning to Murphysboro from a Prairie Capital Corvair Assn. meeting in Springfield when the "gen/fan" light came on. This almost always means a broken fan belt but when Bill checked the engine compartment, the belt was in one piece and healthy. The fiddling started and Bill tapped the voltage regulator and the wiring harness began to melt before his eyes. Bill got things under control and drove the last 50 nervous miles with a soggy rear wiring harness.

Bill is presently considering re-doing the Spyder again for the 1994 Corvair Society of America convention. It will be interesting to see if he can stop it long enough to work on it..

"The most fun of any car I've ever driven."

Southern Illinois. The Spyder coupe was refused entry because, according to the show administrators, "GM never built any turbo-charged cars."

One cannot own and drive hobby cars without a disaster or two to tell

OCT 93 VAIR ST JOURNAL