

# The Vair Street Journal



The Official Newsletter of the Western Pennsylvania Corvair Club

April / May 2016



## **THIS ISSUE:**

Member Springtime Activities  
Corvair Spring Tuneup

Article: Corvair – The Misunderstood Revolutionary Chevy

## **NEXT MEETING REMINDER:**

Tuesday, May 24th

Kings Restaurant, Harmarville, PA

“Arrive near 5”, Dinner 6pm, Meeting 7:30pm

# The Vair Street Journal

A Publication of the Western Pennsylvania Corvair Club

## Western Pennsylvania Corvair Club

506 Quail Drive, Cranberry, PA 16066-4074

### 2016 Executive Board

President	VP	Secretary	Treasurer
Jim Steigerwaldt 724-776-0935 Jimst@zboom.net	Don Cekus 412-952-3190 Corsadon1@gmail.com	Jim Weppelman 412-491-3849 Jweppel@hotmail.com	Darlene Kady 412-292-1906 Dkdy3@yahoo.com

### 2016 Board of Directors

Don Baker	Al Friend	Pat Greenwald	Bob Heiber
Jim Madden	Rod Murray	Steve Puskas	Les Walter

BOD contact information is available in our Membership Roster.

Our Website: <http://www.corvair.org/chapters/wpcc/>

(Or Just Google "WPCC Corvair")

### WANTED:

**VSJ Member Article Writer...**Responsible for providing a 1-2 page article with photos about a member of his/her choice for each Vair Street Journal (6x/year).

**VSJ Tech Article Writer...**Responsible for providing a few Tech Tips for each Vair Street Journal (6x/year). 1-2 pages w/ photos is great.

Don't overthink it! Contact the VSJ Editor if interested. Thx!



## ON THE COVER...

*Well, April showers have definitely brought the May flowers, including simple wild flowers on a quiet lane. Fortunately, the warm weather is finally giving us a chance to get our Corvairs out of the garage for the first time this season to enjoy all that Spring has to offer, and, in the case of our VSJ editor, with the top down on his '66 Monza!*

*Happy SpringTime Driving, and don't forget the sunscreen!*



## *the Prez Sez...*

Hi all,

Hope all is well with "younz". Hopefully, we can now say that "winter" is over. I know I can since I went to Fla., to play golf for 10 days, then came

back to some wonderful weather. As things would have it, I was able to not only "start", my 1966 Corvair, I was able to pull it out of the garage, back it up, pulling up several times before I put it back to sleep. Why?, 'Cause it didn't have any brakes. We have since fixed that problem, and we are moving on with the restoration. Hopefully before summer is over.

Anyway, enough of my trials and tribulation. If you didn't attend the "Clinic", this past Saturday, (04/30/2016), and your 'Vair needed some care, then, "shame on you". It was an outstanding event, put on by Rod Murray, at Zeke Braun's, behind the Adzema Pharmacy in the North Hills. A BIG shout out to those two, who went beyond the call. I did not count the cars, but it was somewhere in the vicinity of 13 to 15 Corvairs, and most of them, needed some kind of work. I would be remiss, in not mentioning, John Sweet, who not only gave a small talk, he brought with him, a truck load of parts to sell.

We had Eddie Wilson, from down south of the airport, we had John Sweet from up North, we also had Cap't Randy Hook, from Hopewell (near Altoona) – the East, we also had Helen and Fritz Butalla, we had new members and even some older ones, we haven't seen in quite a while. I could try and name all, but I would probably forget someone, so to all who attended – "THANK YOU". To our Top of the line mechanics, John Sweet, Don Cekus, Cap't Randy Hook, an even bigger "THANK YOU". I know there were others, and I didn't forget you, just can't remember all but to you, "THANK YOU".

In Convention news, we have filled some of the Committees with some of our members, and have reached out for others, BUT, this is "YOUR" club, so why not volunteer for the other committees not filled yet? I also know JIMMY (all caps) WEPPELMAN, will be submitting our bid to CORSA in the next week or so, and he has other news to report.

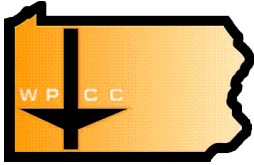
Our next meeting, is Tuesday, May 24<sup>th</sup>., at Kings, in Harmarville, come on out and join us, if not for Dinner at 6:00 (Rod notice the time change) then the Meeting at 7:30.

Hope to see you all, at either a meeting or event this summer.

Happy Vairing,

- *Jim*





## UPCOMING EVENTS & ACTIVITIES AT A GLANCE

(Look for more event details in the latest Vair Street Journal)

<b>May</b>	14 <sup>th</sup>	Corvair "Last Day" (1969), "Drive Your Corvair" Day
	15 <sup>th</sup>	Corvair Ranch Open House, Gettysburg, PA
	24 <sup>th</sup>	WPCC Meeting, Kings Restaurant, Harmarville, 6pm
<b>June</b>	tbd	WPCC Picnic, Steve Puskas' Home
>>>>>>	10 <sup>th</sup>	"Chevy Night" at Starlight Car Cruise, 5-9pm, Wexford
<b>July</b>	7-17 <sup>th</sup>	Pittsburgh Vintage Grand Prix (Various activities)
	12 <sup>th</sup> -16 <sup>th</sup>	<b>2016 CORSA International Convention, Springfield, IL</b>
	14-18 <sup>th</sup>	Yenko Stinger Reunion, Elkhart Lake, Wisconsin
	26 <sup>th</sup>	WPCC Meeting, North Park Clubhouse, Hampton, 6pm
<b>August</b>	19-21 <sup>st</sup>	Dayton Air Force Museum Tour w/ AACA, Dayton, OH
<b>September</b>	tbd	WPCC Rally & Picnic, North Park
	17 <sup>th</sup>	WPCC Wine Tour, Geneva-On-The-Lake, OH
	27 <sup>th</sup>	WPCC Meeting, Kings Restaurant, Harmarville, 6pm
<b>October</b>	2 <sup>nd</sup>	Corvair "First Day" (1959), "Corvair Heritage Day"
<b>November</b>	22 <sup>nd</sup>	WPCC Meeting, North Park Clubhouse, Hampton, 6pm

If you have an event you'd like to see added to the calendar, just drop us a note via our website email.

### Ongoing:

Members also like:

- Starlight Car Show, Wexford
  - o Every Friday 5-9pm
  - o May 27<sup>th</sup> – September 2<sup>nd</sup>
- Weekend Donut Runs
  - o Name the time and place!

### Fun Tip:

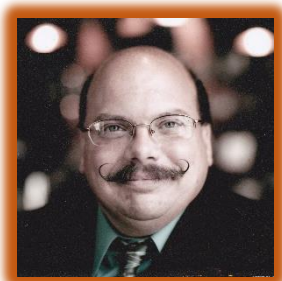
Grab some Corvair friends and put together a casual outing! Represent WPCC!



### **This Month in Corvair History...the end of an era...**

5/12/69...Chevrolet publicly announces they will cease production of the Corvair.

5/14/69...The last Corvairs roll off the factory assembly line, including the final Corvair, #6,000, an Olympic Gold Monza coupe that ultimately "disappears" to whereabouts unknown.



*aka JIMMY <<< all caps!...*

O.K.,  
LET'S ANSWER THE  
MILLION DOLLAR  
QUESTION. WHY DOES  
JIM WEPPELMAN WRITE

IN "ALL CAPS"?

WELL IT GOES LIKE THIS. AT MY PREVIOUS JOB WE HAD A COMPUTER SYSTEM THAT ALL THE LOGINS, AND PASSWORDS HAD TO BE UPPERCASE. SO IT WAS JUST SIMPLIER TO PUT THE CAP LOCK BUTTON ON, AND LET IT FLY. BUT SINCE THOSE DAYS I HAVE FOUND ANOTHER CURIOUS BUT SOMETIMES HELPFUL REASON TO DO IT. NO ITS NOT TO MAKE PEOPLE CROSS EYED, OR MY INTENT TO "YELL" AT EVERYONE. I HAVE FOUND OUT THAT GOING THROUGH LIFE AS A SHORT LITTLE GUY (THOSE OF YOU WHO NEVER MET ME I AM ONLY 5'3" STREACHING) IT IS ANOTHER WAY TO BE RECOGNIZED. GOOD OR BAD. IT ALSO MAY NOT BE PROFESSIONAL BUT AS A SALESMAN IT IS NICE TO BE DIFFERENT AND RECOGNIZABLE THAN YOUR

COMPETITION. SAME REASON I WEAR A HANDLEBAR MOUSTACHE. THOU MY WIFE, JONNIE, ENCOURAGED ME TO DO IT. MANY TIMES I HAVE HEARD" YOU KNOW, THE LITTLE GUY WITH THE MUSTOUCHE WAS HERE". SAME GOES FOR "ALL CAPS" YOU KNOW WHO IT'S COMING FROM. SO THAT'S THE STORY FROM A SHORT, LITTLE, CHUBBY GUY, WITH A HANDLEBAR MOUSTACHE AND A BIG MOUTH, AND ALWAYS YELLING WITH HIS WORDS!

VAIRILY YOURS,

JIM WEPPELMAN

SECRETARY, W.P.C.C.

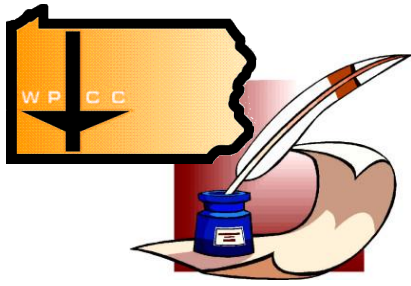


**Are you IN?**

**WPCC encourages all Corvair enthusiasts to support our parent chapter, The Corvair Society of America (CORSA).**

**CORSA is the #1 Corvair group in the world, boasting over 5,500 registered members worldwide as well as 130 regional chapters. In addition to their ongoing dedication to Corvair preservation, CORSA supports all sanctioned Corvair clubs and their events with a wealth of benefits, including event insurance, the national convention, and their award-winning monthly newsletter "The Communique". For more information visit CORSA's website at... [www.corvair.org](http://www.corvair.org)**





## WPCC Meeting Minutes

### Call to order

A meeting of the **Western Pennsylvania Corvair Club** was held at North Park Clubhouse, Gibsonsia, PA. on **March,22,2016**. Officers in attendance included; President, Jim Steigerwaldt; Vice President, Don Cekus; Treasurer, Darlene Kady; and Secretary, Jim Weppelman. Board of Directors present included; Don Baker, Al Friend, Jim Madden, Steve Puskas, Les Walter, and Rod Murray. 27 members in all, with 4 Corvairs in the parking lot, 1 early and 3 late.

### Approval of minutes

President Jim Steigerwaldt called the meeting to order.

### Reports

Jim Steigerwaldt addressed the membership on the changes to the by-laws and reviewed some of them. Jim also addressed some of the incurring costs associated with the process of changing the by-laws. Jim also stated that his address will be on the incorporation papers. President Jim Steigerwaldt put forth the motion that the new by-laws be accepted, Don Cekus seconded the motion.

Jim Weppelman brought the membership up to date on the current status for the 2018 CORSA Convention. Jim also showed a preliminary PowerPoint presentation to be submitted to CORSA for convention approval. Jim W also addressed the issue of committees that still needed chaired.

Treasurer Darlene Kady brought forth to the membership, that the new by-laws have added items that she needs to address. One of which she

stated is to enforce membership dues, and payments. Darlene also stated that the bank account will be changed from an individual to a business account. Darlene gave the financial report that follows:

#### Checkbook balance;

\$2471.30

Incomes;

2016 dues

\$24.00

Expenses;

Check #1103 Dayton hotel

\$300.00

Check #1105 Mr. Bill Artzberger

\$12.00

(refund dues due to honorary status)

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**Final Balance: \$2183.30**

Motion to accept Treasurers Report, Les Walter motioned, Jim Madden seconded.

### Announcements

Don Baker asked for a show of hands that would be interested in touring the Hahn & Vorbach car restoration facility, and received an overwhelming "yes" vote. Don will follow up with them for a tour. Don also reminded the membership about Meyersdale car show on April 10, 2016.

Jim Steigerwaldt thanked Jim and Terri for their son's help with Jim Steigerwaldt's mother-in-law's health issues.

Al Friend talked about the air force museum tour. Al reaffirmed the dates and hotel arrangements. Al also left a cliff hanger story about a U-2 pilot that he had met, and the ending of the story will be told at the museum tour.

Terri Washington addressed the wine tasting tour. The date set is Saturday, Sept.17, 2016. Overnight accommodations will be at the Lodge - \$189.00 for a double, \$209.00 for a king bed. Plus a \$9.00

resort fee for each. Breakfast buffet discount would be \$12.00 each. Reservations and pricing will be held till Aug. 3<sup>rd</sup>. 1 or 2 wine tastings on the way up to Geneva-on-the Lake, and maybe a covered bridge. Please contact Terri for more information.

Rod Murray reminded the group about the upcoming Spring "tuna" event at his home on April 30, 2016. He encouraged members to send him stories and info for the Vair Street Journal, and spent a few minutes going over the process for the

2018 convention logo design, thanking Terri and Jim's daughter Rachel for her professional graphics design help. Rod also made sure the membership knows that June 10, 2016 is the "All-Chevrolet Night" at the Wexford Northway Christian Church (Starlight Drive in) and invited members and all Corvair fans to attend.

Respectively submitted,  
**Jim Weppelman**  
2016 Secretary



## *Corvair Spotting...*

*We know you're out there...*

*...and now we have proof!!!*



*– Check out these recent local sightings –*



<<<< This '63 Spyder was parked next to jimmy "no caps" at a Cranberry car show in mid-April. Turns out it belongs to Phil Fleck from Prospect, PA, whose red Corvair appeared in the March, 2016 issue of the VSJ – also spotted by "no caps". Phil also owns a '63 500 coupe...gee, seems like Phil would make a great WPCC member!

*Next time YOU see a mystery Corvair, snap a picture and send it our way...and if we happen to spot YOUR Corvair, give us a shout !*

**Don't forget to keep a supply of our handy WPCC Glovebox Fliers in all your vehicles! You never know when you'll come across someone who might be interested in Corvairs and/or checking out our club.**

**Western PA's Official Corvair Club!** 

**All Corvair Enthusiasts Welcome!**  
Chapter 158 [www.CORVAIR.org](http://www.CORVAIR.org)

[www.WesternPennsylvaniaCorvairClub.com](http://www.WesternPennsylvaniaCorvairClub.com)  
Visit our website for meetings and activities



## VSJ MEMBERS' SURVEY...

We asked: "When and why did you buy your FIRST Corvair?"

Our first Corvair: 65 CORSA Turbo. We purchased this car in June 2013 after deciding that a Corvair was a choice project car. - *Jeff Grahovac and Darlene Kady*

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I purchased my first car (The red 64 Monza that is still parked in our garage), on 12/11/1964, at Chapman White Motors, in Ovalde, Texas, for \$2350.

It was a week or so before graduation from Officer Training School and I needed a car to get me home on leave, and to see my girlfriend, Carole.

I had my heart set on one of those 64 1/2 Ford Mustangs, what a great looking car. My buddy, Bob Meador and I excitedly visited the Ford dealer in Ovalde, and drove one around the block. WOW, what a disappointment, neither one of us could believe how poorly it handled with that light rear end.

Broken hearted, we didn't know where to turn. We noticed a Chevy dealer across the street, and reluctantly walked over. After relaying our experience to a salesman, he tossed us a key and said " take that red 65 Corsa convertible for a spin around the block. Needless to say, we were very impressed! To make a long story short - Bob purchased the red 65 Corsa, and I purchased a new red, last year's, model, since I liked the early styling better, not to mention the bargain price. What a wonderful day it turned out to be! - *Al Friend*

CAR INVOICE																																													
		<b>PARKER CHEVROLET</b>		No. 9147																																									
		POplar 6-8700 520 Broadway																																											
		616 Lincoln Ave. Tel. SPalding 1-2200																																											
		BELLEVUE, PITTSBURGH 2, PA. McKEES ROCKS, PA.																																											
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WPCC member Jack Schlarman shared this copy of the original dealer invoice from his purchase of a new 1960 Corvair sedan on April 4, 1960.

Ed Note: What a great keepsake!



**CORVAIR'S STEP-SAVING TRUNK UP FRONT**—Trunk space up front is a spacious 12.6 cubic feet in every Chevy Corvair Sedan and Coupe. Just load it. Then, save those extra steps you might take when angle parked. Unlock it with the same key you use for the ignition switch and doors.





## ...random editorialisms n'at...

### **VSJ = A Social Exercise...**

Thanks again to those who submitted the "Snow Vairs" pix in the previous issue – those were fun, but I'm also glad the snow is (hopefully) behind us. And thx as

always for those who take a few minutes to respond to the member forums and/or providing comments, photos, and articles – these are not only appreciated, but truly make a difference in making each issue interesting for all of us. On behalf of everyone who reads the VSJ, I'd sure like to see more engagement from our chapter members as a whole vs only a few. The VSJ is all of our newsletter. Hope to hear from you.

**WPCC Social Media**...Our Facebook page seems to be staying active – that's obviously a good thing as it's a great way to share updates on your Corvair activities in between our bi-monthly meetings and bi-monthly newsletter. If you haven't done so yet, be sure to check it out. And if want to post something to Facebook but are unfamiliar with how it works, never fear, just ask your kid (or grand kid)! ☺

**Website Refresh**...Our chapter website received a bit of a facelift this past month. Check it out when you can. While all the basic information about our group remains, it sure could use some good photos and information about our club activities, vehicles, and members. Unfortunately, these materials are a bit on the thin side, but I'm slowly building folders for each as they become available. We'll see how the site evolves over the next few months.

**Chapter Historian Thanks...**A big thanks to Al Friend who quickly responded to the previous VSJ's invitation for an established member to take the lead on providing chapter-related history articles in future newsletters. I can't think of a better person for this task. In this regard, I asked Al if he could followup on a 1978 article where he was quoted as saying our club had 115 members and 400 Corvairs at that time. While the club's membership has certainly dropped over the past 38 years, I'd enjoy

knowing a) what happened to all those Corvairs, and b) how many Corvairs are still in our chapter.

**The "CAPS" are out, so they're back!**...Props to our esteemed chapter Secretary for enduring my self-imposed name change on his behalf to "jimmy no caps" for the duration of the Penguins' 2<sup>nd</sup> Round NHL playoff series vs the Washington Capitals – In this regard, you may come across a few "no caps" adjustments in this newsletter – depends on when I was putting it together. Jimmy, you're a team player! I'm happy to say the Penguins closed out that series earlier this week and have advanced to the Eastern Conference Finals as this issue is being posted, so that means the FULLY LOADED font is back with the return of Jimmy "ALL CAPS". And just in time I might add because I wasn't looking forward to retyping his newsletter article in all lower case – hey, I don't get paid to do this and I can barely make sense of his articles as it is! ☺

**Stirring The Pot**...I'm sure I spend too much time thinking about the dry side of the Corvair hobby – you know, juicy topics like CORSA & local chapter membership & finance challenges, etc. Nonetheless, questions that I believe should be on all our minds are "What are we doing now to ensure our club's (and CORSA's) future?" Are we visible? Accessible? Approachable? Are we active enough? Do people know we exist? Do hobby car enthusiasts know how affordable a Corvair is and how well-supported the hobby is? What are we doing to help and/or engage current and potential local Corvair enthusiasts and/or their families? What can we do as a chapter to grow and become more than we are? There's no shortage of questions and, I'm sure, opinions, but I think this would be an interesting and healthy discussion for us at our meetings.

Things to think about, and like I said, just stirring the pot...That's it for now.

Editorially  
Yours, Rod



# 2016 CORVAIR SPRING TUNEUP

Recap by Rod Murray



We held our 2<sup>nd</sup> Corvair Spring Tuneup on Saturday, April 30<sup>th</sup>, this time at Zeke Braun's garage behind Adzema's Pharmacy in Ross Township. We were blessed with great weather, and, while official figures weren't tracked, seems like we had somewhere in

the neighborhood of 15 Corvairs and roughly 21 enthusiasts in attendance over the course of the day – a nice turnout for our group.



A big thanks to several folks...to Zeke for picking up this event on short notice following a last-minute hosting conflict on my part; to John Sweet for again leading us as our technical host for the event; and to the other more knowledgeable mechanics within our group ie especially Jeff, Franz, Dan, Captain Randy Hook, and Don, for their hands-on guidance with the rest of us as we looked over and wrenched on each other's vehicles.



As much as anything, I was most appreciative and impressed by the camaraderie of our group – seeing everyone helping each other, sharing knowledge and



experiences, talking shop about things that many of us take for granted (shocks, brake shoes, oil, who knew?), and all of us just simply hanging out and tinkering on our



Corvairs for a few hours not only made the day very enjoyable for me, but made the whole point of initially organizing the event very worthwhile. I've already had a handful of members offer to host future tuneups, so clearly we seem to be on to something good with this one. All in all, it was a good day.

Thanks to all who attended, and hopefully you left in a Corvair that ran a little bit better than when you arrived.



# SPRING



The cherry tree is blossoming at Kurt's place.

With the winter cold finally giving way to the new season, the VSJ invited members to send in a few "Spring" Corvair pix...while I was pretty much expecting pictures of Corvairs in flowery fields, instead, as these pictures show, Springtime activities is about lots more than flowers – beginning with just getting outside! It's safe to say we're all ready for the warm weather!



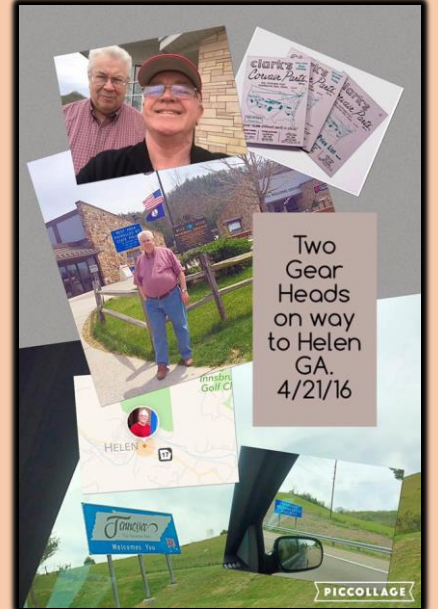
Gee, what a surprise. jimmy "no caps" wasted no time representing WPCC at a local car show!



Around his Florida golf vacation, Prez Jim got his Monza out for some fresh air.



Rod headed over to the local nursery for some Springtime flowers.



Two Gear Heads on way to Helen GA. 4/21/16

Looks like Bob and Don roadtripped south for the big annual Corvair event in Helen, GA.



Dan and Celena pulled their sharp late model sedan out from winter storage.

Thanks to everyone who submitted a photo.

hello  
spring!

## **GREAT NEWS!**

### **FROM AL FRIEND & THE NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE TOUR COMMITTEE:**

In the spirit of creating interest in our August tour to Dayton, I would like to tell you about my, very unexpected, first visit to the USAF Museum. WHAT A DAY IT WAS!

As a young first lieutenant Strategic Air Command navigator in the fifth month of air & ground nuclear alert with many strenuous 12+ hour training missions thrown in, our crew was scheduled for leave. Carole and I planned our wedding several days into my leave time. Therefore, I had to get my butt to PA from Altus AFB, Oklahoma as quickly and cheaply as possible. BINGO - There was an Air National Guard plane scheduled for an early morning departure to Wright Patterson AFB on my first day of leave. The Air Guard crew welcomed me aboard for their smooth flight to Dayton. (Only 200 miles from PA).

The Wright Patterson base operations guys informed me that there was an Air Force Med Evac. plane departing for Pittsburgh in about 5 hours, and that there is a shuttle bus to and from the USAF Museum. Enjoy your visit to the museum, they advised. While at the museum, I was overwhelmed by the contents, especially the B-36 and B-47 (predecessors to the B-52) I also clearly recall reading about an F-86 Sabre jet Korean War ace while talking with an older gentleman who seemed to know a lot about that pilot. I finally asked him, why he knew so much about that pilot. HE CALMLY REPLIED: I WAS HIS WINGMAN!!! I almost fell over!

Meanwhile, back at Base Op's, after four hours at the museum, I boarded the Med. Evac. plane, AND THE GOOD LORD WAS WITH ME, because just before the door was closed and locked I asked a crew member about their estimated time of arrival in Pittsburgh. The shocking answer was: Pittsburgh!?! We're going non stop to San Francisco!!! (About 2200 miles from PA)!

Meanwhile, back at Base Op's AGAIN, to find out that they, earlier, confused the Med Evac. plane with a Navy C -54 VIP transport that was preparing for their take off to Allegheny

County Airport, a 20 minute drive from my parent's home in McKeesport. WOW, being on time for our wedding, was again a possibility!

The cordual Navy crew seated me in the cockpit, since I was a B-52 crew member, but they sounded determined to show this Air Force dude a thing or two about aggressive flying. In a transport plane, I thought!?! I tightened up my seat belt in the instructor pilot's seat which is between and slightly behind the two pilots. We had a smooth, normal take-off, BUT, 10 seconds after lift off, while still over the runway, the pilot initiated a very hard left turn with about a 60 degree bank angle! Gasping, I thought that the left wing might scrape the runway, which would have, definitely, made me late for our wedding - FOREVER!!! I tried my best to act like I was unimpressed! We did, eventually, land at Allegheny County Airport, Carole and I tied the knot, and we lived happily ever after. AMEN, AND THANK YOU, AGAIN, LORD!!!

MANY THANKS TO THE CLUB MEMBERS WHO ARE MAKING THEIR RESERVATIONS AT THE HOPE HOTEL FOR THE EVENINGS OF AUGUST 19 & 20 FROM THE CORVAIR CLUB'S BLOCK OF ROOMS, [\(937\) 879-2696](tel:9378792696). NO MONEY DOWN, AND YOU CAN CANCEL UP TO 4PM ON OUR DAY OF ARRIVAL. PLEASE MAKE YOUR RESERVATIONS AS SOON AS POSSIBLE, AND THEN EMAIL AL FRIEND WITH THE NUMBER IN YOUR PARTY, at [a.c.friend@comcast.net](mailto:a.c.friend@comcast.net).

**PLEASE, PLEASE MAKE YOUR ROOM RESERVATIONS NOW, AND EMAIL AL FRIEND WITH THE NUMBER IN YOUR PARTY, at [a.c.friend@comcast.net](mailto:a.c.friend@comcast.net).**





Hey, it's nice to know people are paying attention, even if they don't always agree! Here's a sampling of member (and non-member) correspondence since the last newsletter...don't worry, I can take it. Just remember, opinions are like \_\_\_\_\_, everybody has one! 😊 - Rod

**RE: SPRING TUNEUP...**

Thank You Rod, for organizing another Great Corvair TUNA! Also need to Thank Zeke, John, and all the members who helped out and attended making this an event. - Darlene & Jeff



*If you have a comment, complaint, something to add, or just need to vent, I'm at [rmurray8996@gmail.com](mailto:rmurray8996@gmail.com).*



Listen closely...here's the latest edition of...

**"IF MY CORVAIR COULD TALK"**

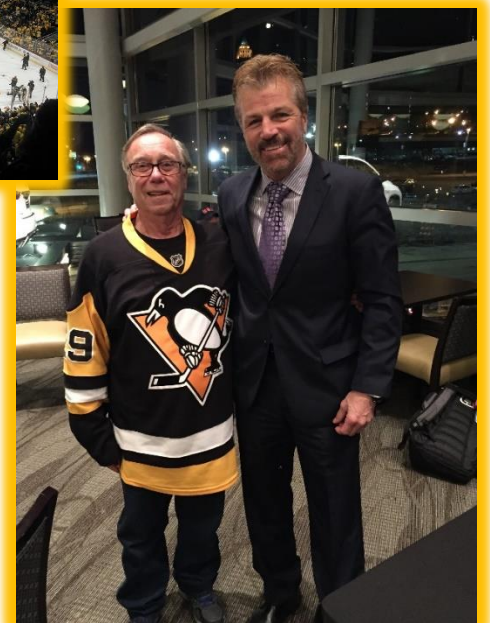
Jeff & Darlene's '66 Monza named Jade is saying "No pictures please I am naked, can't wait for paint".





**SPRING ALSO MEANS NHL PLAYOFFS!** Can't say a deep playoff run looked too likely in mid-season, but our Pittsburgh Penguins have caught fire this Spring, and are currently headed into the 3<sup>rd</sup> Round of the NHL Stanley Cup Playoffs. Turns out we have a few avid fans amongst our membership, too. WPCC members John & Charlotte Sweet, Jeff Grahovac and Darlene Kady, Jim and Jonnie Weppelman, and Zeke Braun have all caught the Penguins' Gold fever this post-season. Here's a few pix they provided (well not Zeke ☺).

**LET'S GO PENS!**





## MEMBER'S GARAGE FORUM

Here's this month's VSJ update on who's doing what with their Corvairs...Hey, if these folks can do it, than maybe there's hope for all of us!

I started and moved my LM for the 1<sup>st</sup> time in 20 years!  
- **Jim Steigerwaldt** (Ed Note: Way to go Jim!)



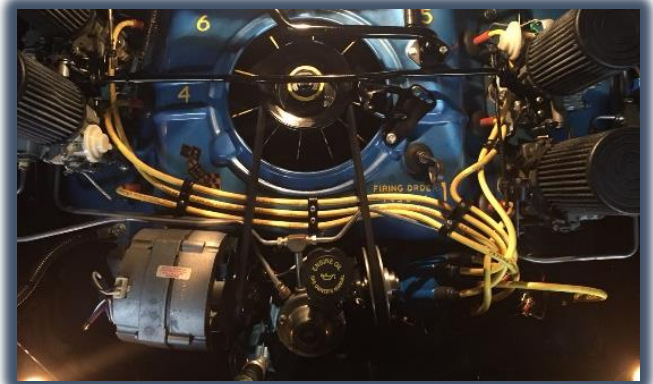
I ordered a set of chrome door lock knobs.  
Ordering a new bumper and carpet next.



Replacing fuel lines...Doing some welding repair on rear shock mount area  
in the engine compartment - **Kurt Foltz**



I pulled the gauge cluster again on the Monza to add colored gels to the new LED blinker and bright light indicators - turned out good...Still working on the dash compass calibration (it works great as long as I'm going North!)...Also, I found out the hard way I needed to add a spark plug wire center guide to the turkey roaster - so that's done (as pointed out at the tuneup, I agree, I'm an idiot!) - **Rod Murray**



Work on the Stinger project continues...all glass has been removed awaiting the tinted windows we purchased at last summer's Corvair parts garage sale in Munhall. We have completed stripping and soda blasting the trunk



lid, engine compartment cover, wiper panel cover, rear window deck lid valance and both doors. The work has been time consuming and yet very satisfying. - **Jeff and Darlene**



You can boost another Corvair owner's confidence by sharing your Garage Forum updates. In the meantime, keep on wrenching!

**TECH TIP**...To remove the light switch knob required to remove the dash/gauges, tape a dime to your right middle finger to push the "button" down on the light switch assembly behind the dash – boy did that make it easy! (don't ask me how I know)...the editor.

(Fun Auto Mechanics Shop Sign courtesy of Kurt Foltz)



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**JIM MADDEN**

323 STANTON AVE  
MILLVALE, PA 15209  
412-726-8093

## Nationally Speaking...



When's the last time **YOU** made a tax-deductible donation to the CPF?



WPCC Caravan? Springfield is just a day's drive across I-70...leave after breakfast, arrive by dinner!



Got a Corvair question, idea, or opinion? Share it on the [Corvair Center Forum](http://www.CorvairCenter.com). This popular online discussion group enjoys active conversation regarding all things Corvair. Anyone can access and search for topics of interest, and you can register for free to post questions and comments. Find it at [www.CorvairCenter.com](http://www.CorvairCenter.com).



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Ever check out an Online Corvair Forum? There's a bunch of 'em out there, most are completely free, and it's a great way to enjoy your Corvair hobby even more. Just Google "Corvair Forum" and give one a try!



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Contact Helen Butalla for more info @ [hbutalla@gmail.com](mailto:hbutalla@gmail.com)



## Treasurer's Report May, 2016

*Financially Submitted, Darlene*

As of May 1, 2016	
<b>Beginning Balance</b>	<b>\$2,183.30</b>
Income:	
- 2016 Dues	\$12.00
Expenses:	
- Chk 1106 J Steigerwaldt Reimb for Corp Papers	\$271.00
- Chk 1107 Dept of State to file Corporation Papers	\$70.00
<b>Ending Balance</b>	<b>\$1854.30</b>



## WESTERN PA'S CORVAIR CLASSIFIEDS

Check out these great finds on Pittsburgh's Craigslist. Help a member out. Got Corvair items to sell or want to buy? ...Share it here!

**WANTED:** Communique - January 78 Vol 9 Issue 1. Please contact Jeff Grahovac at 412-974-8869, or Darlene Kady 412-292-1906.

**WOW!!!** 1964 Chevy Corvair Monza owned by Don Yenko and driven by Don's wife. Only 30,361 original miles. Car is show quality. Asking \$7,500. - Call Frank Schneider 412-771-2288 McKees Rocks.



**Judson Supercharger for Corvair!** Completely refurbished. Including New Marvel Mystery Oiler, New Seals, New Bearings, Rebuilt carburetor. The vanes were cleaned, inspected and did not need replacement. All metal parts were cleaned, glass bead blasted and coated with Satin Clear to protect the finish. The supercharger was painted a durable, high temperature satin black. Kit includes: all the parts shown and a new V belt (not shown in picture, but included), all mounting bolts, gaskets, and installation manual.

The kit is in show condition! Chrome on the tube is excellent and the condition of all the cast pieces is great! Bid with confidence. This is a rare kit and may not be duplicated. - \$2999 (Greensburg, PA)

[s8htb-5519595747@sale.craigslist.org](mailto:s8htb-5519595747@sale.craigslist.org)

Ed Note: Remember, our newsletter lives on the internet and Facebook, so these listings are available to the world. Let's keep these local! And don't forget to check out Pittsburgh's Craigslist for more!





# WPCC ACTIVE ROSTER

As of May, 2016

(= If # next to your name is red, your dues are due! =)  
 (= If you're shaded in blue, you must be new! =)

<b>1</b>	<b>Artzberger, Bill &amp; Joan (Honorary)</b>	<b>305 Golf Drive, Pittsburgh, PA 15229</b>	<b>412-364-6842</b>	<b>BILLA305@comcast.net</b>
2	Artzberger, Jim & Sandy	1300 Cattail Lane, Sewickley, PA 15143	412-749-1432 c:412-855-1313	Artzberger1300@comcast.net
3	Bachman, Jack & Joyce	402 Elfinwild Lane, Glenshaw, PA 15116	412-486-2478	quebapa@aol.com
	-Joyce Bachman			<a href="mailto:jsb402@aol.com">jsb402@aol.com</a>
4	Baker, Don & Joanne*	12461 Larimer Avenue, North Huntingdon, PA 15642	724-863-3770	dcbakerscca@yahoo.com
5	Breier, Dick & Carol	493 Sleepy Hollow Road, Pittsburgh, PA 15228	412-563-4591	<a href="mailto:grandmabreier@gmail.com">grandmabreier@gmail.com</a>
6	Braun, Zeke	8105 Perry Hwy, Pittsburgh, PA 15237	412-721-9222	<a href="mailto:ezekiel.braun@gmail.com">ezekiel.braun@gmail.com</a>
7	Bucklew, David & Peggy	112 Carnegie Street, Butler, PA 16001	724-282-1725	<a href="mailto:dbucklew@zoominternet.net">dbucklew@zoominternet.net</a>
8	Butalla, Franz & Helen	172 Robena Road, Greensboro, PA 15338	724-966-7815 c:724-984-3233	<a href="mailto:hbutalla@gmail.com">hbutalla@gmail.com</a>
9	Butchko, Dan & Celena	1127 Keister Road, Slippery Rock, PA 16057	724-234-0144	<a href="mailto:butchkodan@gmail.com">butchkodan@gmail.com</a>
10	Cekus, Don & Mary Ellen	197 Browns Hill Road, Valencia, PA 16059	724-903-0990 C:412-952-3190	<a href="mailto:corsadon1@gmail.com">corsadon1@gmail.com</a>
11	Clapper, Bill & Audrey	115 Figley Avenue, Aliquippa, PA 15001		<a href="mailto:whclapper@yahoo.com">whclapper@yahoo.com</a>
12	Dandois, Dick & Marie	11844 Route 286 Hwy W., Homer City, PA 15748-7803	724-726-5606	<a href="mailto:dindy6@verizon.net">dindy6@verizon.net</a>
13	Desmond, Tim & Michele	107 Hivue Lane, Pittsburgh, PA 15237	412-761-3926	
14	Foltz, Kurt	194 Pinecrest Dr., Pittsburgh, PA 15237	412-486-2969	<a href="mailto:kurtfoltz@gmail.com">kurtfoltz@gmail.com</a>
15	Friend, Al & Carole*	6000 Great Oaks Drive, Export, PA 15632	C: 724-433-0839	<a href="mailto:a.c.friend@comcast.net">a.c.friend@comcast.net</a>
16	Goehring, Earl & Diane	140 Whitestown Road, Harmony, PA 16037	724-452-8823	<a href="mailto:goehringearl@yahoo.com">goehringearl@yahoo.com</a>
17	Grahovic, Jeff	163 Edgewood St Aliquippa, PA 15001	412-974-8869	<a href="mailto:gmtech1216@yahoo.com">gmtech1216@yahoo.com</a>
18	Greenwald, Pat*	415 Crestview Drive, Plum, PA 15239	412-795-5719	<a href="mailto:pggreen233@gmail.com">pggreen233@gmail.com</a>
19	Gundlach, John, Gayle & Laura	228 McKay Road, Saxonburg, PA 16056	724-352-4205	<a href="mailto:ggundlach@zoominternet.net">ggundlach@zoominternet.net</a>
20	Hackl, George & Marlene	420 , Hulton Road, New Kensington, PA 15068	724-224-0482	<a href="mailto:eagleto2@gmail.com">eagleto2@gmail.com</a>
21	Heatherington, Jim & Suzanne	128 Sharp Road, White Oak, PA 15131	412-672-0914	<a href="mailto:sheatherington128@gmail.com">sheatherington128@gmail.com</a>
22	Hieber, Bob & Donna*	1679 Brodhead Road, RR3, Moon Twp, PA 15108	724-457-9712	<a href="mailto:bob@thehiebers.com">bob@thehiebers.com</a>
23	Izzo, John & Dolly	725 Providence Drive, Plum, PA 15239	412-793-2058	<a href="mailto:daizzo@yahoo.com">daizzo@yahoo.com</a>
24	Kady, Darlene	163 Edgewood Street, Aliquippa, PA 15001	412-292-1906	<a href="mailto:dkdy3@yahoo.com">dkdy3@yahoo.com</a>
25	Lucas, Charles & Sarah	236 W. Marigold Street, Munhall, PA 15120-2233	412-462-6735	<a href="mailto:chaslucas@gmail.com">chaslucas@gmail.com</a>
26	Madden, Jim & Terri*	232 Harrison Street, Evans City, PA 16033	412-726-8093	<a href="mailto:jrmadden66@aol.com">jrmadden66@aol.com</a>
27	Matenkosky, Walter & Susan	702 Spring Street, Latrobe, PA 15650	724-537-8922	<a href="mailto:wmatenkosky@hotmail.com">wmatenkosky@hotmail.com</a>
28	McDonald, Paul & Joyce	258 Evans City Road, Butler, PA 16001-2711	724-287-5671	<a href="mailto:jam40258@zoominternet.net">jam40258@zoominternet.net</a>
29	Morgan, Robert & Margaret	344 Ridge Road, New Brighton, PA 15066	724-846-6040	<a href="mailto:pegbobmorgan@yahoo.com">pegbobmorgan@yahoo.com</a>
30	Murray, Rod*	476 Woodland Road, Pittsburgh, PA 15237	412-719-3449	<a href="mailto:rmurray8996@gmail.com">rmurray8996@gmail.com</a>
31	Puskas, Stephen*	221 Green Manor Drive, Butler PA 16002	724-284-3721	<a href="mailto:spuskas@embarqmail.com">spuskas@embarqmail.com</a>
32	Schlarman, Jack	800 Erdner Avenue, Pittsburgh, PA 15202	412-734-2905 C: 412-251-2054	<a href="mailto:dixie1935@aol.com">dixie1935@aol.com</a>
33	Smith, William and Rosella	214 Saddlebrook Drive Indiana, PA 15701	724-840-8509	<a href="mailto:was35@comcast.net">was35@comcast.net</a>
34	Steigerwaldt, Jim	506 Quail Drive, Cranberry Twp, PA 16066-4074	724-776-0935	<a href="mailto:Jimstg@zzoom.net">Jimstg@zzoom.net</a>
35	Sweet, John & Charlotte	1264 Walnut Street, Stoneboro, PA 16153	724-376-4335	<a href="mailto:js189@zoominternet.net">js189@zoominternet.net</a>
36	Tedesco, Bob & Polly	4741 Curry Road, Pittsburgh, PA 15236	412-881-8577 C: 412-584-8668	<a href="mailto:bptedesco@aol.com">bptedesco@aol.com</a>
37	Tyger, John, & Barb	8399 Rte 954 Hwy. N., Creekside, PA 15732	724-397-2043	<a href="mailto:jtyger@directv.net">jtyger@directv.net</a>
38	Walter, Lester*	100 Thompson Lane South, North Huntingdon, PA 15642	724-863-8437	<a href="mailto:timerles@aol.com">timerles@aol.com</a>
39	Weppelman, James & Jonnie	206 Hufnagel Road, Harmony, PA 16037	724-473-2211	<a href="mailto:jweppel@hotmail.com">jweppel@hotmail.com</a>
40	Williams, Lee & Linda			<a href="mailto:lindasbrush@verizon.net">lindasbrush@verizon.net</a>
41	Wilson, Eddie	160 Midway Candor Road, Bulger, PA 15109	412-349-5292	<a href="mailto:scottmagyar@yahoo.com">scottmagyar@yahoo.com</a>
42	Wilson, Gregory & Patricia	508 Bigham Road, Pittsburgh, PA 15211	412-481-6864 C:412-608-6454	<a href="mailto:wilsongl57@comcast.net">wilsongl57@comcast.net</a>
43	Yobst, Robert & Rosalie	518 Brookdale Drive, Pittsburgh, PA 15215	412-963-9943	<a href="mailto:Polishrose1@verizon.net">Polishrose1@verizon.net</a>
44	Young, Bill			<a href="mailto:Le240sx@yahoo.com">Le240sx@yahoo.com</a>

If you would like to correct or refresh your listing, please forward updated info to [rmurray8996@gmail.com](mailto:rmurray8996@gmail.com)

Article courtesy of Autos Cheat Sheet, May 09, 2016

## The Corvair: The Misunderstood, Revolutionary Chevy

By [James Derek Sapienza](#)



In the 47 years since the last one rolled off the line, [the Chevrolet Corvair](#) still has a reputation. Even the most casual gearhead knows about it: the air-cool, rear-engined, *weird* Chevy. The big failure, the black-eye for America's favorite brand, the deathtrap! *Unsafe at Any Speed!* The car that was so dangerous, so horrible, it single-handedly launched Ralph Nader's crusade against the entire industry, and brought the wrath of the federal government crashing down upon the American automobile. "Sure," you might be thinking, "I know *all* about the Corvair."

But chances are, you don't. Because the Corvair myth is largely that: a myth. In reality, it was the right car at the wrong time: a groundbreaking model that could've set Detroit on a completely different path had it caught on, which it almost did. Besides, at the end of the day, it wasn't Nader that did it in, it was something much closer to home. Half a century on, the Corvair is still the biggest gamble General Motors ever took on a single car, and for that alone, it deserves its due.

Until the mid-'60s, the mantra for automotive safety began and ended with this: Don't crash your car. Bullet-shaped steering hubs, knife-edged steering fins, and temperamental bias-ply tires weren't a problem as long as you were a good driver that kept up with maintenance, checked your tire pressure, kept alert on the road, and felt confident that you could get the thing home after a few drinks. Detroit made cars for good drivers; bad drivers were the ones who got into crashes, and adding "safety features" to a car implied that you may be the one in a crash. Why would you need those? You aren't a bad driver, are you? So while Detroit's general idea of safety hadn't changed much since Ford decided to add rear brakes to the Model A (the Blue Oval even had the gall to try pushing seat belts on their '55 models — customers *hated* them), the Big Three had become aware of a new phenomenon creeping into the market: imports. They seemed to be seeping in from the top and bottom of the market: funny looking rear-engined offerings from companies called Renault and Volkswagen were wooing budget-minded buyers at the low end, and the country club set was beginning to pay attention to cars from Mercedes-Benz and Jaguar. World War II was over, hundreds of thousands of Americans had been overseas, and jet travel had suddenly made the world feel a lot smaller.

By the mid '50s, it said something to be "Continental," and have a bit of old world flair.

Studebaker sold its Raymond Loewy-designed cars on their “[long, low, European lines](#),” the Chevy Corvette and [Ford Thunderbird](#) were designed to take on luxury grand tourers from England, and Lincoln even named its Rolls-Royce-fighting coupe the Continental. It may have been decades before the Big Three really felt the pressure from foreign makes, but the smart guys in Detroit — and General Motors brass in particular — were shrewd enough to realize these Europeans were onto something. They just thought they could do it better.

In 1956, Ed Cole had been promoted to chief engineer of the Chevrolet division, largely because of his spearheading the development of the Corvette and the wildly successful “[Tri-Five](#)” Chevs. Cole could see that these rear-engined, air-cooled compacts from Europe were onto something, and the economic recession of 1957-'58 showed the beginnings of a demand for affordable, [compact cars](#). As demand for them stayed strong, overall auto sales dropped nearly 50%.

Cole had been interested in an air-cooled rear-engined, rear-wheel drive compact car since at least 1955, but the old guard at General Motors had long been resistant to a compact, and would likely blanch at something so revolutionary. After taking the reins at Chevy, Cole continued to work on the project covertly, working with engineers from GM’s European Opel and Australian Holden divisions as cover. The recession changed some important minds at GM however, and by 1958, Cole’s running prototype (badged as a Holden) got the green light for production as a 1960 model.

Dubbed the Corvair (a name taken from a 1954 Corvette fastback show car), Chevy’s revolutionary compact was released to positive press on October 2, 1959. Starting at just over \$2,000 (around \$16K today), it was the

cheapest Chevy available, and radically different from the competition’s new for '60 subcompact offerings: the Ford Falcon and Chrysler’s Valiant sub-brand. With an open, airy cabin, front trunk and fold-down rear seat (standard on coupes, optional on sedans), great handling for the era, great fuel economy (and estimated 20–25 miles per gallon), and an industry first air-cooled flat-six engine (beating Porsche by several years), the Corvair was a lot more car than Volkswagen and Renault could offer.



But buyer response wasn’t as expected; Americans were flocking to the more traditional, slightly cheaper Falcon over the radical Chevy. As a response, Cole ordered a crash program to field a more conventional compact (it would become the 1962 Chevy II Nova), and scrambled to reposition the Corvair in the Chevy lineup. Just three months into production, the Corvair was in trouble.

Even in Chevy’s moment of panic, the Corvair wasn’t exactly a failure. It won Motor Trend’s 1960 [Car of the Year](#) award, first year sales were a respectable 250,000 cars, and by February 1960, Chevy had introduced the model that would redeem the Corvair: the Monza. Available



pushing their Corvairs a little too hard were introduced to a uniquely un-American driving problem: snap oversteer. Driven around corners in anger, the rear end of the Corvair could cut loose, causing the outside rear wheel to “tuck under,” and break the car into a spin. This tendency, coupled with Detroit’s emphasis (or lack thereof) on safety made for a deadly combination.

The Corvair was supposed to come equipped with an anti-roll bar, but last-minute cost-cutting measures meant it was deleted just before production. As a stop-gap, Chevy advised dealers and buyers to fill the front tires to 15 psi, and the back with 26. This worked fine, until the

unsuspecting good driver pulled into a gas station and told the attendant to fill ’em up. By 1964, Chevy had addressed the problem by adding the front anti-roll bar and revising rear

at dealerships in May, the Monza featured bucket seats, a four speed manual transmission, a tuned engine putting out 95 horsepower, and a long options list allowing buyers to personalize their cars. By 1961, over 50% of Corvairs were sold with the \$189 Monza package, and Chevrolet was selling over 330,000 of its rear-engined cars in '61 and '62

In April 1962, the groundbreaking Corvair became the first production car to offer a turbocharged engine. While it was a \$300 option, it cranked out 150 horsepower and 210 pound-feet of torque — an impressive figure for a relatively small engine. With its low center of gravity, great traction, and power, the turbocharged Corvair was beginning to get a reputation as something of a budget performance car. But it was also beginning to get a reputation for the wrong reasons too. The Monza coupe may have been popular with gearheads, but the Corvair was also available as a sedan, station wagon (the Lakewood), van (the Greenbriar), and pickup truck (Greenbriar Loadside). And with uneven weight distribution (36 front/64 rear), owners



suspension, but by then, the damage had already been done.

In 1965, the Corvair got a substantial redesign, with flowing, sensuous lines usually reserved for cars four times its price. Car and Driver’s David E. Davis [waxed poetic about the car](#) in its October 1964 issue, saying:

And it is here too, that we have to go on record and say that the Corvair is – in our opinion – the



most important new car of the entire crop of '65 models, and the most beautiful car to appear in this country since before World War II.

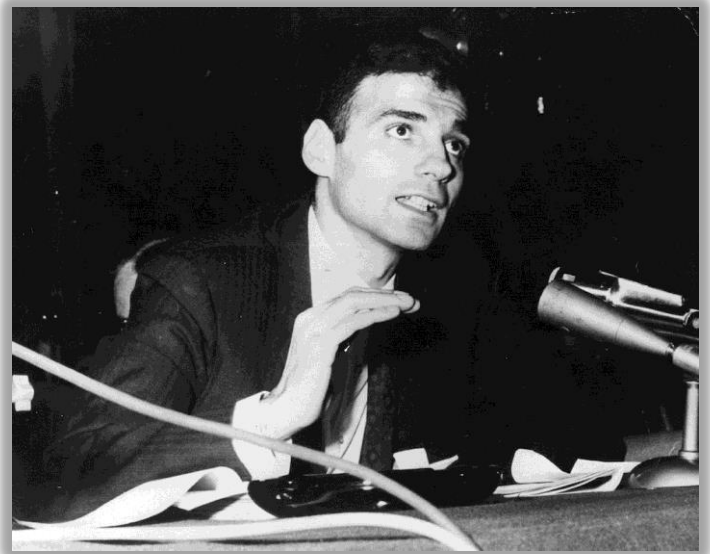
He may have been right about its beauty, but history would ultimately prove him wrong. In April 1964, Ford introduced the Mustang, a sporty compact based on the Falcon that blatantly copied the Corvair Monza's sporty pretensions and mile-long options list. It cost about as much as the Chevy, was available with a V8, and would sell over 1 million units within two years. With the Chevy II fighting the Falcon, and the Corvair no match for the Mustang, Chevy began developing its own ponycar. The Camaro would be ready by late 1966, and the Corvair would be largely irrelevant in the Chevy lineup.

While the Mustang was changing the automotive landscape in 1965, Chevy sold over 230,000 new Corvairs. Then the bottom dropped out. In the fall of '65, *The Nation* published "The Corvair Story," the first chapter of Harvard-educated attorney Ralph Nader's scathing critique of the American automotive industry, *Unsafe at Any Speed*. In the book, the chapter is called "The Sporty Corvair-The One-Car Accident," and was based on an interview with George Caramagna, a Chevy engineer who warned of the dangers of removing the anti-roll bar back in '59. As the rest of the book goes on to describe the dangers of

everything from interior brightwork, confusing gear selectors, Detroit's indifference to safety (who knew there were so many bad drivers out there?), and what happens to the human body in a car crash, it painted a grotesque and ghoulish picture of the state of the automotive industry.

As *Unsafe at Any Speed* became the unlikely best-seller of 1966, Chevy tried to bury the Corvair in its lineup. Plenty of other cars had the same problems as the early Corvairs, and a number of other cars are excoriated in the book, but with it in such a prominent place in Nader's book, the car became a symbol of everything that was wrong with the industry.

In 1967, President Lyndon Johnson created the Department of Transportation to enforce safety standards on American roads, mandating features like collapsible steering columns, seat belts, and side-marker lights be standardized on



all cars sold in the U.S. after 1968. The industry was changing fast, and the Corvair was sales poison. Sales fell to 30,000 in 1967, then 15,000

in '68. In 1969, the Corvair was unceremoniously axed in May, after finding just 6,000 buyers.

But was this sea change in public perception the Corvair's fault, or was it a convenient whipping boy? In 1972, the newly-created National Highway Safety and Traffic Administration tested a 1963 model against contemporary rivals like the Ford Falcon and Plymouth Valiant and found it to be no less safe than its rivals, largely vindicating the car. But the damage had already been done, and GM had long abandoned its cutting edge compact fighter.

The irony here is that by the early '70s, the ponycar boom that damaged the Corvair was largely over thanks to safety and emissions standards, with millions of Americans flocking to affordable imports — the very cars the Corvair was designed to compete with. By the end of the decade, Detroit was losing ground as Japanese brands invaded the market, and by end of the 1980s, GM's market share was a shadow of what it was when the Corvair debuted in '59.



Today, the Corvair is a [cult car](#) with a growing following. Parts and aftermarket support have always been strong, and at a time when well-optioned early Mustangs can fetch six-figures at auction, you can still find a clean driving Corvair for under \$10K (this blue example, a 1969 Monza with *just 15 miles on the clock*, [fetched \\$29K](#) through Mecum Auctions in 2014). And with the price of early long-nose Porsche 911s going through the roof, sporty Monza and Corsa models offer spirited '60s-era flat-six driving at a fraction of a price.

Imagine a world where the Corvair outsold the Falcon, and the Monza spurred Ford to build an air-cooled competitor. Would 20-plus miles per gallon have become the norm by the 1973 oil crisis? Would we have had a world of air-cooled flat-six performance cars to take on the Porsche 911? Hell, would turbocharging have taken off a decade earlier? Today, the Corvair is an evolutionary dead end on the American automotive family tree, but it sure is a tantalizing what-if. Nader's exposé on the automotive industry ultimately did more harm than good, and we can't imagine the world without the Mustang, but we'd love to get a glimpse of a world where GM's biggest gamble paid off.





# Zing into spring! Corvair by Chevrolet



*New Corvair Corsa Convertible and Sport Coupe top Corvair's 7-model lineup for '65—all with Body by Fisher.*

***The steering's crisper, the ride's flatter, the style's racier — even the grass looks a shade greener from behind the wheel of this new Corvair***

You'll find a Corvair Corsa's instrument panel vastly more informative than an ordinary car's. But that's really only a fringe benefit of driving one.

Because for all its finely calibrated instrumentation—tachometer, manifold pressure gauge, even an electric clock with a sweep second hand for rally buffs—the most important thing that happens when you get a Corsa out on the road doesn't register on the dash. It registers on you.

You feel it in the steering—crisp and precise—as you double back on a curve. In the flat riveted-to-the-road stability of the new fully independent

suspension. In the response of the rear engine (up to 180 hp available now in Corsa's Turbo-Charged version).

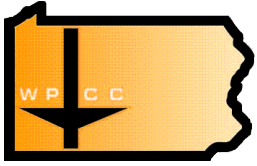
You don't have to wear a sports car cap and sun goggles to appreciate things like this. Or the clean international cut of Corvair's styling.

Drop down to your dealer's now—while the trading's extra good—and see for yourself. Look over the dashboard gadgetry all you like, but by all means get out on the road where you can really handle the merchandise. We'll guarantee spring will look greener, sun goggles or no.



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