

Published monthly by the western Pennsylvania Corvair Club, a chartered chapter of Corvair Society of America. Letters, articles, commentary, and questions should be directed to the editor; Al Friend, 3677 Forbes Trail Dr. Murrysville, Pa. 15668. (412) 325-2588. Material for publication should be to the editor by the 20th. of each month.

1. OUR NEXT MEETING

The next meeting will be held on Thursday July 14, 8P.M. at Devereaux Chevrolet in Freeport, Pa. Probably in the downstairs area. (Park in the rear or on the side) Let's have a good turn out from our northern members. We will be discussing the Concours rain out, the July 17 Gymkahna, and our August date at the drag strip. Along with the usual informative tech session and many other interesting topics.

2. FUTURE MEETINGS

Dave Fabyonic has lined up the fabulous new Community Savings and Loan on Hosside Blvd. for future meeting place. Unfortunately, the meeting room will not be ready until Oct. The August meeting is tentatively scheduled for the G.M. Training Center, thanks to Mgr. Ben Wescott; and the Sept. meeting will also be at Devies, thanks to Bill Devereaux and John Cossy.

3. THE "SLIGHTLY WET" STEEL CITY CONCOURS II

Well, I suppose that we rank right up there with the best, since Carlisle & Hershey have also been rained on in recent years! Oh, what could have been, considering the tremendous press & TV coverage, the public exposure of the Mall display, the great location, and above all the heart warming support of our out of town Corvair friends.

40 Corvairs, vans, trucks, wagons, & campers were judged. About 60 cars total were displayed, including these beautiful convertibles owned by the Zenobia Shriners. Twenty-one contestants won beautiful trophies made by our own Wayne Jones & his uncle. A very special plaque was presented to our founder, Ivan Clever, on behalf of W.P.C.C. by treasurer, Carolyn Sullivan. All of this in spite of the heavy & constant downpour.
HERE ARE THE RESULTS:

BEST OF SHOW: Don & Alice Schneider, Dundee, Ohio, 65 Conv. (The Black Widow)

PEOPLES CHOICE: Lewis Dinsmore, Woodbridge, Virginia, 68 Ultravan

EARLY STOCK: FIRST: Harold Armstrong, Brian, Ohio, 61 Lakewood (station wagon)

SECOND: Dick Brier, Mt. Lebanon, Pa. 63 Conv.

THIRD: Bernie Weiers, Latrobe, Pa. 60 Coupe

EARLY MODIFIED: FIRST: Al Friend, Murrysville, Pa. 64 Coupe

SECOND: Ralph Marshal, Kent, Ohio, 62 Conv.

TIE THIRD: Ron Van Voorhis, Reading, Michigan, 62 Conv. AND

Bob Holderbaum, N. Huntingdon, Pa. 64 Conv.

LATE STOCK: FIRST: Isadore Krouse, New Bethlehem, Pa. 65 Conv.

SECOND: Richard Lehman, Bethlehem, Pa. 69 Coupe

THIRD: Wayne Rockhill, Venetia, Pa. 65 Conv.

LATE MODIFIED: FIRST: Mark Corbin, Gallion, Ohio, 67 Conv.

SECOND: Bill Hodous, Canton, Ohio, 66 Conv.

THIRD: Ed Pezol, McKeesport, Pa. 65 Coupe

VANS, CAMPERS, & TRUCKS: FIRST: Walt Matenkosky, Greensburg, Pa. 62 Van

SECOND: Harold Dexter, Fenton, Michigan, 64 Rampside camper

THIRD: Fred Moore, Rochester, N.Y. 61 Van

SPECIALTY CARS (THE HOT MACHINES)

FIRST: John Getz, Hyndman, Pa. 65 Corv-8 Coupe

SECOND: Ed Wieland, Irwin, Pa. 62 V-8 Coupe

THIRD: T.K. Lageman, Mt. Lebanon, Pa. 66 Yenke Stinger

CONGRATULATIONS, ONE AND ALL.

THANK YOU: FOR A TREMENDOUS EFFORT, YOU ARE A WONDERFUL GROUP OF PEOPLE:

So many people made personal contributions of time & effort, that I don't know where to start. Please forgive me in advance, since I am bound to miss quite a few. First, my concours committee: Wayne Jones: Printing, trophies, registration, and for being my man Friday from the very beginning to the end. Dave Fabyonic; Negotiating with the Mall & Inn, hours of work, cleaning & painting the stanchions, & for generally taking charge of operations. Denny Hamill: Helping with the negotiations, a tremendous job on publicity, as usual, and a lot of help with goodie bag & raffle gifts. Other Personal contributions; Ed & Ed Pezel spent DAYS with the cars in the Eastland Mall. Ken Good spent DAYS with the cars in the Monroeville Mall. Helping Ken were: Bob Holderbaum, Walt Matenkosky, Ed Wieland, Phil Pietruzza, & the Pezel's. A truly unbelievable effort by Ken, that did wonders to enhance the public's respect for the Corvair and our club. Several members made great personal sacrifice in order to have their car ready for the mall or the show: The ones that I know of are: Ed Wieland, Bob Holderbaum, Ken Good, Joe Buffer, & Isadore Krouse & son. The Saturday activities were handled beautifully, and the out of town folks had a great time. Thanks to: Bob & Becky Martzo, Bob Smith, Denny Hamill, Bob & Lamoyne Kolderbaum, Pis & Jan Schoeneman, Ben Rawson, John Getz, Dave Fabyonic, Wayne & Jane Rockhill, Bill Bender, & Sandy Burrows. Several of our members saved us great expense by staying up with the cars all night, as security guards: Chris Smith & Curt Buchanan on Friday night & Dick Brier, Jim Artzberger, & Bill Bender on Saturday night. Many thanks also to Curt & Chris for providing our promotional photography at cost. The judges did a truly remarkable job considering the horrid conditions. All but a few of the judges were from our sister chapters in neighboring states. Many thanks to: Don Schneider, Bill Klotz, Jim Lees, Ron Van Voorhis, Harold & Andy Armstrong, Mark Corbin, Ralph Marshal, Bob Holderbaum, John Getz, Mike Linhard, & Bob Martzo. Wayne Rockhill did a great job with the raffle. Walt & Hazel Moore with the goodie bags and people's choice balloting. Did you see that ballot box!! How about the tremendous job the Murphy clan did with public admissions, in the rain. The list seems endless: Jan Fabyonic, & Carole Friend with the ladies luncheon Jim Artzberger & Sandy Burrows with the P.A. system. Bill Artzberger, & Dick Breier for their work on the rope stands. John Costantino for the flag ropes, raffle prizes, & valve stems for those beautiful trophies. T.K. Lageman for designing & drawing the posters. John Sebbins & Walt Raczynski, ready to make signs if it ever stopped raining. The Sullivans, for keeping track of finances during the downpour. Bob Miller, for assisting the judges. John Lloyd for his usual expert assistance with the P.R. & press releases. Lou Cardello for bringing that beautiful Spyder in a truck for the club to see. Judy Jones for the nametags. Last but certainly not least many thanks to Ivan Clevar & "The Barrel Gang" for running the W.P.C.C. General Store. The barrel gang consists of: Ivan, John & Mrs. Costantino, George & Carol Douglas (Would you believe, George made it to a car show!!), Gilbert Hanan, Jeff, Ken, & Dorothy Clevar, & Walt Moore. GOOD NEWS: The gang will be setting up shop at the gymkhana also.

CONCOURS FINANCES:

Your officers & board met at Bill Artzbergers home on June 12, to determine our financial situation after the "rather wet" concours. All of the bills have not been received as of yet, so this statement will be a close approximation.

CONCOURS INCOME

\$100 Donation from Bill Devereaux Chevy
 99 Public Admissions
 88 Raffle Income
 160 Registration Fees
\$447 TOTAL INCOME

It appears that we only lost about \$70.

Estimate bank balance of \$500.

Still about \$500 from breakeven on T-shirts. (Denny just received a \$65 order from Clark's Corvair Parts).

CONCOURS EXPENSES

\$129 Wayne Jones
 54 Al Friend
 58 Denny Hamil
 20 Dave Fabyonic
 27 Dick Brier
 13 Curt & Chris (pictures)
 50 Ladies luncheon speaker
 120 Sheraton
 17 Pgh. Press add
 25 Other Misc.
\$513 TOTAL EXPENSE

MEMBER, FRANK YENKO
 HAS GIVEN THE CLUB A
 1966 COPY OF "CORVAIR COMMUNIQUE'S"
 BY G.M. SEE IT AT THE MEETING.

4. This is the second in a series of bodywork articles by Bill Schmiedlin. Let me remind everyone, especially other newsletter editors, that Bill requests that NO ONE reproduce these articles without written permission. (3119 Bradbury Dr. Aliquippa, Pa. 15001).

WHAT IS GOOD BODYWORK?

In my introduction last month I stated that throughout this series, quality will be our main concern. So then, what is quality bodywork? Does it still exist? We've all heard the stories about the "good old days" when they used nothing but lead for filling. Well, in the old days, I'm convinced, they used nothing but lead because that's all they had. Lead definitely is a durable filler and is hard to beat in high stress areas but the polyester plastic fillers we have today do an excellent job when used properly - and, without half the hassle. Try leading a dent in the middle of your hood (large flat panel) the dent will seem minor compared to the heat warpage created in the process. Then there's the one about the hot rod with 37 coats of hand rubbed lacquer- it always had to be hand rubbed. It probably looked great but why 37 coats when 10 will produce just as fine a finish without the problems of cracking and chipping? Why hand rubbing? Maybe they didn't have power buffers back then, or maybe the guy had lots of time on his hands, or maybe it was something to say to impress people, but I have yet to see a hand rubbed job that looked as good as one done properly with a power buffer.

Getting back to the subject, a quality job performs two general functions. It looks good and, more important it lasts. By looking good, I mean that you should not be able to tell that a repair was made - no sanding scratches, waves, or color mismatches. It should be noted that a job can look good and still not last. You must also realize that what might be considered "quality" or will "last" in a southern state will fall apart in the great northeast. In this area of the country, repair work is put to the ultimate test. In terms of durability, the quality is under the paint, starting with the bare metal. The real battle is the prevention of rust- Mother nature is out to repossess your car! If you can prevent moisture from getting to a repair from behind, you've got it licked. Wax resin type rustproofing (such as Ziebart) is the best but it must be applied very thoroughly to do the job.

The following items will serve as general guidelines to durability. The list is not all inclusive but does represent the major areas of concern:

1. Any metal patching in rust prone areas should be done with a solid weld. Tack welding or pop rivets won't do (except maybe underneath or on inner fender wells.)
2. The old rusted area must be cut off before the new panel is welded- you must be able to get at those welded areas with rustproofing later.
3. Dents must be hammered out as smooth as possible to keep filler thickness to a minimum.
4. Lead filler should be used in high stress areas (if you can find a shop that uses lead anymore!) NOTE: Solid welds reduce the necessity for lead.
5. Polyester fillers should not exceed $\frac{1}{4}$ " thickness.
6. All repaired areas must be thoroughly rustproofed.

These items along with many others will be discussed in more detail in future articles.

HOW TO FIND A GOOD BODY SHOP

A good bodyshop, as with any other service business, is one that simply gives you what you pay for. Keep in mind that we are talking about a very competitive business and the owner is in it to make a living. He has all types of customers- one wants his junker patched up for inspection at a minimum cost. Another had a collision with his '76 Chevy- he doesn't want a concourse paint job, he just wants it repaired. A third has a rusted out 356 Porsche but a "good" shop can serve all three of these customers to everyone's satisfaction. A shop isn't "bad" because it does an occasional quicky- it's when it does nothing but quickies that it becomes bad! Very few shops are so exclusive that they can afford to turn away the customer who wants something less than a concourse restoration.

Be aware that concourse quality will take up to twice the amount of time as the "average" job and this time doesn't come free. Too often, a shop wants to give a top notch job but the customer bulks at the price and a subsequent compromise is made - in both the price and the quality. Later, the customer complains that the job didn't hold up and goes around bad-mouthing the bodyshop.

Probably the best way to find a good shop is through friends, whose judgment you trust. If you don't do any good this way, then it's time to start shopping. Having an idea as to what quality work involves will be your greatest asset. With this knowledge, you can ask the owner simple questions like- how do you patch rusted areas? If he says they use this miracle plastic material or they "tack" in patches or pop rivet patches- then you have a pretty good idea that this might not be the place for your car. Does the shop guarantee its work- if it doesn't, leave with great haste. Questions on rustproofing are also quite revealing.

You are probably better off acting a little dumb at first, otherwise the manager might just tell you what he thinks you want to hear. Once you have a feel for the kind of work they do, you can get more specific about the kind of work you want. Make it clear (diplomatically of course) that if he gets the job, you will expect to get what you pay for. Generally, if the owner senses that you are a particular person, he'll pay extra attention to getting the job right. If your car will be in shows or will be great advertisement for his business, mentioning this might get you additional consideration.

Some other things to check out is the work area and the equipment (as a for instance, if your frame needs straightened, make sure the equipment is available.) A clean, well organized shop with the essential equipment is a definite plus. Casually check some of the work being done- this will either give you a feeling of confidence or an indication that more shopping or more questions are in order.

Ask how long the job will take. As an example a full lacquer paint job requires a lot of preparation and drying time for top quality so be prepared to do without your car for at least two or three weeks. If he says something less than that, it's time for more questions. In fact, if you can do without the car, specifically request that the paint be allowed to dry two weeks before buffing. Time to complete the body work plus drying time could run a month or more.

Last, but not least, when you go to pick up your car, give it a thorough inspection. If you find any areas that weren't done as agreed, ask to have them corrected before you pay. Happy hunting!

NEXT MONTH: TOOLS, EQUIPMENT, AND MATERIALS

CORVAIRS FOR SALE

- 69 cp 110/4sp 72,000 mi. not inspected, rust offers John Pronobis 344-6321 hm.
- 69 110/auto wh/bl 20,000 mi. needs body wk. & paint. Nick Lopushansky 834-4100 X-43 9-5.
- 64 conv 110/4sp. rebuilt eng. good body. Chuck Bailey 795-0881
- 69 "500" cp. Body very good to exc. Wayne Jones 882-2109 Let's talk price.
- 65 conv. auto. no brakes, rust, extra tires, shop manual. Al Rosenfeld. 561-5292.
- 67 Monza, Lois McConaghey. 731-7140
- 65 Monza conv. brown, good condition, highest bidder, John Savage, Connollsville 626-1775
- 65 "500" cp 110/3sp 43,000 mi. rust. gear shift lever broken off. bucket seats new exhaust. best offer. Tim Bishop 931-6234.
- 68 Monza cp 110/auto. gr/bl new tires, exhaust, trans & eng. rebuilt. 35,000 on car also: 66 Corsa Joe Sigel 561-5802 hm.
- 66 Monza sedan, factory air 110/auto needs some body wk. eng. tired, ex. chrome, everything works. first \$400. Frank Collingwood 628-5103.
- 63 Van; \$495; 69 "500"cp 3sp \$495; 69 "500"cp auto \$495; 65 "500" sedan, clean \$1295; 20 parts cars \$1.00 ea. Ivan clever 845-1051
- 65 conv. Bill Webb 486-1613
- Parts from mint 66 Monza cp. 2 doors red/bl. \$175 ea. 2 bl. bucket seats \$150 ea. car had 6000 mi. on it. John Costantino 295-2575 after 5.
- 73 Porsche 914 1.7 Lot's of extras, properly maintained, Negotiable, cheap!!
Walt Matankosky, 521-0480 days, 834-8114 ev.
- Corvair model kits. AMT \$13.50PP. J. Neibert, 510 Ryers Ave. Cheltenham, Pa. 19012.

OUR SUNDAY, JULY 17 GYMKAHNA, FLEA MARKET, & PICNIC BUTLER FAIR GROUNDS

A gymkahna is simply a fun filled day, full of laughs, no pressure, and plenty of good conversation. It is not a speed event and you will not damage your Vair. The flyer on the reverse of this sheet was mailed to other Corvair Clubs & to local sports car & antique clubs. It will also be announced on OUR CARS.

Bill Artzberger is committee chairman, but will need a minimum of ten members to set up and score the runs. We should have a very good turnout at this event & no one should have to work for long. Scoring a gymkahna should be an absolute riot!! Let's talk about, who will do what at the meeting at Devie's.

The location is the beautiful Butler Fair Grounds (100 acres of grass). Bring frisbees, footballs etc.etc.

Entrance fee is simply \$2 per car (how many can you fit in your car)?

Bring your own picnic basket or eat at the hot dog stand across the street.

Set up your own auto related flea market stand or sell your parts through the W.P.C.C. General Store, managed by Ivan (Bird Dog) Clever & the Barrel Gang. We will use the same procedure as we used at the concours; write your name & asking price on an envelope and tape it to your part. When it sells the gang will deposit all of the proceeds in the envelope for you. A donation of any amount would then be appreciated, simply drop it into the W.P.C.C. barrel.

Bring the whole family for a really great outing, in the good old summertime!! Since we are the host club, let's really turn out and WEAR THOSE T-SHIRTS. If you haven't purchased yours yet, THEY WILL BE ON SALE AT THIS EVENT.

9 A.M. show time for setter uppers.

10 A.M. - noon Registration

Noon - First car off.

MANY THANKS TO BILL RASP OF "MARKET SQUARE" FOR RUNNING AN ARTICLE ON OUR GYMKAHNA IN THE JUNE 29 ISSUE. I WILL HAVE COPIES AT THE MEETING.

SIGNED UP BY

NEW MEMBERS

Bruce Dow, Verona, 828-3277, Bruce is 40 yrs old, an engineer, & owns 4 Vairs. Ivan
J. Niedra, Beaver, 727-2774, A 38 yr old physicist, working on a 66 coupe. Ivan
R. Ackley, McDonald, 926-8668, A 26 yr old assemblyman, Owns a 63 Monza. At the concours
John Graf, Pgh. 327-8418, 38 yr old super mkt. Mgr. Owns 3 Vairs. concours
Bob Welsh, Monroeville, 327-7237 30 yr old scientist. Owns a 69 Monza. Carole Friend
Bob McCune, Penn Hills, Unlisted, Bob owns a 64 Monza with only 34,000 mi. Ivan
Larry Davis, N. Versailles, 823-1246, A 32 yr old Ind. Engineer, Owns a 69 Coupe.
Archie Miller, Indian Head, 455-2145, A 53 yr old miner who owns about 6 Vairs.
Don Baker, N. Huntingdon, 863-3770, 41 yr old mgr. of a body shop. Owns 4 Vairs. Holder-
Yaun Hamlin, Pgh. 221-2100, Part owner of body shop, Used to race a modified baum
 Lakewood called "Lightning Express". It may be raced again. Wayne Rockhill
Bob Stuchel, Vandergrift, 567-5116, A 41 yr old truck driver who owns a 64 Monza. Ivan

CORVAIR DAY AT THE DRAGS (OUR AUGUST EVENT)

Ben Rawson, chairman reports that the event is scheduled for Aug. 28 at Keystone, in New Alexandria, Pa. \$8 to run; \$7 to be in the pits; \$5 Spectator charge. Ben has arranged for a speaker from the raceway for our Aug. meeting. Sounds like fun.

SEE BATES MURPHY'S ARTICLE IN THE JUNE COMMUNIQUES

THIS & THAT

DAVE FABYONIC FOR CORSA BOARD. IF YOU HAVEN'T VOTED YET, DO IT TODAY!! YES YOUR VOTE IS NEEDED. (The May Communiques contained a ballot, July 17 deadline).

CALENDAR OF EVENTS:

JULY 7 - 10 Pgh. Parts-A-Rama, Butler Fair Gr. Sat. 10 AM car auction. Sun. car show, registration 8 AM - Noon, awards at 5 PM. (Get some Vairs there!!)
July 10 Punxsutawney Groundhog Festival, Reg. 10 AM - 2 PM. Voluntary Reg. Fee.
July 17 Our Gymkahna, Butler Fair Gr. 9AM members show up time.
 also July 17 New Bethlehem Lions Car Show & Flea Mkt. 10AM - 2PM reg. Red Bank Valley Park, Isadore Krouse is pres. of this club. (I have a flyer)
Aug. 5 - 7 Das Awkscht Fescht, Macungie, Pa. The Lehigh Valley Corvair Club wants a Corvair display on Sunday. (I have a flyer. Details at the meeting.)
Aug. 27 - 28 Butler AACA Car Show & Swap Meet, Butler Fair Gr. 9AM - 2PM Reg. 1963 & younger cars, for display only. (I have flyers.)

IVAN WILL BE RAFFELING OFF ANTIQUE C
 RADIOS. PROCEEDS, AFTER COST, GO IN THE BARREL.

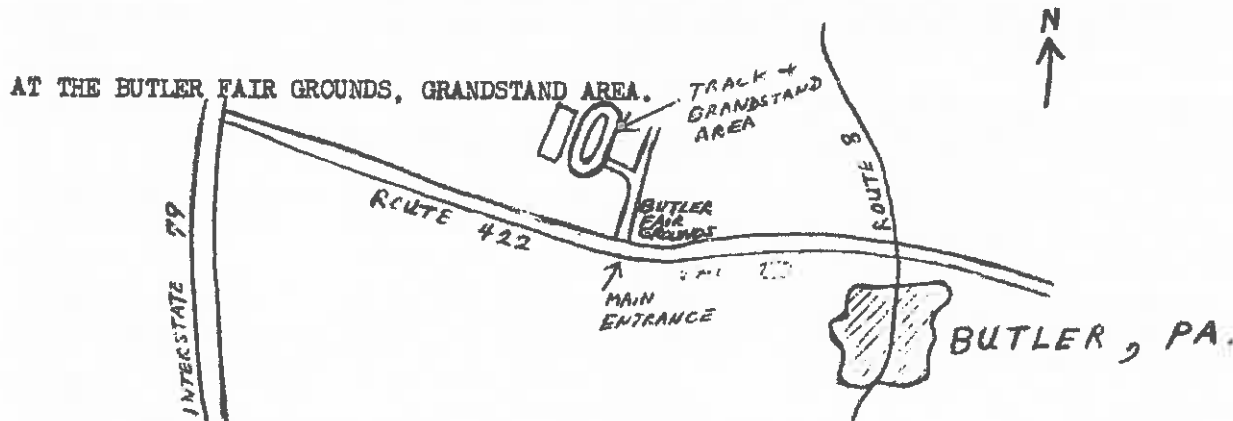
FIRST ANNUAL (& PROBABLY LAST) "RECALL RALPH NADER":

GYMKAHNA

FLEA MARKET, & PICNIC.

Sponsored by: THE WESTERN PENNSYLVANIA CORVAIR CLUB.

SUNDAY, JULY 17, 10AM REGISTRATION, 12 noon FIRST CAR OFF.
LATER REGISTRATIONS WILL BE ACCEPTED, (WE'RE EASY TO GET ALONG WITH)



AS MANY RUNS THROUGH 5 REDICULOUS, OUTRAGEOUS, & UNFAIR COURSES AS TIME WILL ALLOW.

BRING YOUR OWN PICNIC BASKET, (LIKE RALPH NADER, WE PROVIDE ABSOLUTELY NOTHING.)

OPEN TO ALL MAKES (DRIVE YOUR VAIR, VETT, JEEP, ANTIQUE, Z, AMX, PORSCHE (GERMAN CORVAIR),
WOODIE, KOLLS, ETC. ETC. ETC.)

MUST HAVE A NAVIGATOR, (BRING YOUR BETTER HALF, MISTRESS, BUDDY, SECRETARY, ETC. ETC.)

GOODIE BAGS TO FIRST 50 CARS OR SO.

SPORTING EQUIPMENT IS HIGHLY RECOMMENDED.

WE MAY EVEN GIVE TROPHIES. (IF YOU'RE LUCKY).

ANYONE TAKING THE COMPETITION SERIOUSLY, WILL BE OUSTED
ON THE SPOT, & BANNED FROM ALL FUTURE EVENTS!!

WE GO RAIN OR SHINE. WE CAN ALWAYS TAKE OFF MOST,

(OR ALL) OF OUR CLOTHES, & SLIDE IN THE MUD!!



\$2

PER CAR, AT THE GATE. THAT IS THE ONLY CHARGE!! (WE SHOULD PAY YOU!)