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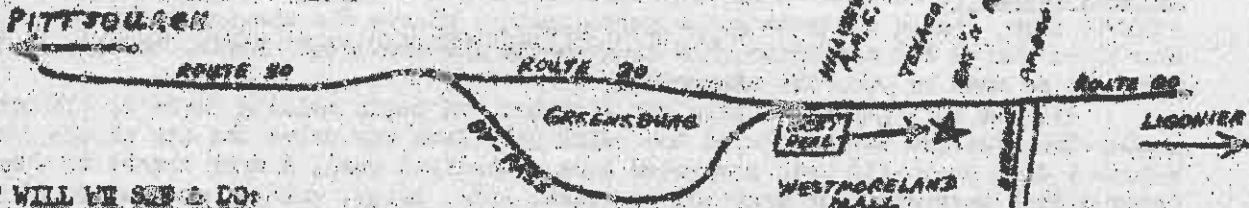
1. CORSA NEXT EVENT, SUNDAY OCT. 16, CONVOY TO FORT LIGNIER DAYS.

DON'T MISS THIS ONE. A Corvaair Convoy from The Westmoreland Mall in Greensburg to the town of Ligonier for Fort Ligonier Days. Next a drive through the flaming Laurel Mountain fall foliage, along back country roads to The Laurel Highlands Motor Lodge near Homol for a fantastic buffet dinner and meeting.

DATE: Sunday, Oct. 16

TIME: 10:30 AM departure. (We must leave this early to avoid heavy traffic.)

MEETING PLACE: The huge new Westmoreland Mall lot, on Route 30, just east of Greensburg. Enter the lot from Route 30 via the main entranceway across from the Amoco station.



WHAT WILL WE SEE & DO:

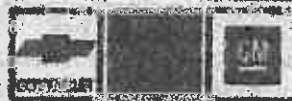
We will caravan along Rt. 30 (all 4 lane) to Ligonier, where special parking will be reserved for us. You will then be pretty much on your own for two very interesting hours, at the Fort & in the town square. (Admission to the Fort: \$2, children \$1).

On the grounds behind the Fort, for your viewing pleasure, members of the world famous Ninth Virginia, Second Pennsylvania, & First Maryland Regiments will be encamped 18th century military style. During our two hour visit, the following will occur:
12 noon - An 18th. century meal will be prepared. 1PM - An artillery demonstration, followed by a musket vs. rifle demonstration. 1:30 PM - A parade of 18th. century uniforms & a swords & blades demonstration. The Fort buildings are also very interesting.

If this is not your cup of tea, stroll one block to the town square with it's many sidewalk booths, along with a craftsman's fair where pioneer craft's & skills will be demonstrated. There will also be over 50 shop windows filled with antiques & heirlooms. These activities are free.

At 2 PM we will depart for the Laurel Highlands Motor Inn & one of the finest buffets you've ever partaken of. The Ligonier Chamber of Commerce may want us to parade around the square at this time, so BRING THE SHOWPIECE! Our route to the Inn will take us right past the site of the Rolling Rock Steeple Chase (the previous weekend) as we slowly meander through the beautiful Rolling Rock Farms. (CONTINUED ON P. 2)

Looking for a new Chevy, or perhaps a used car? Well remember our fine sponsors, and "GET A CHEVY FROM HEVER". Parts manager, and WPCO member John Casey is tops in Corvaair parts also. Mention that you are a WPCO member.



DEVEREAUX CHEVROLET
"Since 1923"
FREEPORT - 10239
206-2171 - 224-8121

McDonnert
751-2800

Staying on seldum used mountain roads we will pass through the quaint little town of Bostor; plunging into dense forest, we will pass through the Powdermill Nature Reserve; only to emerge into open areas with unbelievable panoramic views of farms & multi-colored mountain ridges. Western Pennsylvania foliage is absolutely breath taking in mid Oct. so don't forget the camera.

The buffet will consist of: Ham, beef, chicken, ribs, 6 - 8 varieties of woe food, all of the trimmings, & a large selection of desserts. Prices are: \$5.75 adults, \$2.75 ages 6 - 11. And \$1.75 under 6. The large dining room also features a beautiful view of farm land and mountains. The dinner is a tremendous value for the low price.

THIS EVENT, AS USUAL, GOES RAIN OR SHINE.

2. OUR NEXT MEETING A VERY IMPORTANT ONE WE NEED YOUR IDEAS

The Oct. 15 meeting will be held after dinner at the Laurel Highlands Motor Lodge near Donagel, Pa. If you can't make the convoy, try to join the club for dinner at 3PM, or for the meeting at 4PM. The Lodge is about 2 minutes from the Donagel exit of the turnpike.



As mentioned above, this is an extremely important meeting for the following reasons:

(1). In Nov. 5 year president will be meeting with chapter presidents from Ohio & Indiana in order to coordinate dates for next years events. Since this is the only meeting prior to Nov. 5, I must have your proposals on: A). Should we have a Steel City Concours III? B). If so, when? C). Would you rather try a mini convention? D). Something entirely different? E). What should we change from last years show? (besides the weather!) F). Are we strong enough to put on top quality shows in both April & June or July? Be prepared to come up with final answers to the above at this meeting. WE NEED YOUR IDEAS!!

(2). We must make some hard & fast decisions concerning the April indoor show in West Leechburg such as: Committee chairman, should we judge the cars or only exhibit them, should everyone get a participation plaque for showing their car, what should we charge for admission, how long should the show run? Again, these decisions must all be made by you, the membership.

(3). We must get the raffle car finished and begin selling tickets. If new member Dan Crawford has completed the paint job, Ivan may drive the car on the convoy. Horwin & John Greenwald have completed some mechanical work, & many thanks to John Cozay & Bill Leveraux for donating new carb. kits, plugs, points, condenser, & ignition wiring. Would everyone please check their parts inventory, for any of those goodies that you could spare. Please bring them to this meeting. All parts donations will be graciously accepted & acknowledged in the newsletter. Carole & I will clean up the interior. We desperately need someone to take charge of cleaning & painting the suspensions, someone to clean & paint the engine compartment, & finally someone to put the truck in showroom condition. If you can help with any of the above, let us know at this meeting or call Ivan Clevor at 842-2731.

(4). We will discuss our upcoming Nov. 6 autocross school, along with our Dec. 11 Christmas party.

3. OUR NOVEMBER EVENT NOV. 6 AUTOCROSS SCHOOL

Our second annual autocross school will be held on Sunday Nov. 6 at the ever popular North Park swimming pool lot. Hard working Dave Fabreic will be chairman again this year. Our V.P. needs helpers and instructors, so please call him at 327-7361 if you can assist. In a strong & growing club like ours committee chairman should rarely have to call members requesting help. Don't let the club & yourself down. Call Dave.

4. SPECIAL NEW MEMBERSHIP DRIVE OFFER

The membership committee, Joe Buller & Ivan Clevor came up with the following proposal which was voted on & passed by the membership.

IF A NEW MEMBER PAYS \$6 FROM NOW UNTIL THE END OF 1977. HE OR SHE WILL BE A PAID UP WPOC MEMBER UNTIL DEC. 1978. CORSA RULES IS, OF COURSE, UNAFFECTED.

5. OUR LAST EVENT AND MEETING!

Wow, 75 people, 21 beautiful Corvairs, & 4 water pumps. Without a doubt, Bob and Lamyn Holderbaum's Stern Museum tour & picnic goes down as WPC's most successful event, EVER!! Thank you again for a great afternoon, tremendous hospitality, and delicious food & drink.

It was fun to see so many beautiful Corvairs stretched out along the Turnpike, & hearing the C.B.ers tell each other not to miss the upcoming line of shiny Corvairs. We informed them that they were lacking at Ralph Nader's funeral, & they enjoyed our bumper stickers, including some new ones supplied by John Sebbens: ("IF YOU DON'T LIKE NADER - HONK" "1980 EXPERIMENTAL MODEL" "BLAME NADER"). The new member turnout was simply fantastic! Which is a very good sign for our future, and we all hope the trend continues.

Stern's Museum was transcendently interesting, especially Mr. Krise's discussion in the restoration shop. If you missed this event, do try to see the museum on your own. WPEC Secretary, Judy Jones presented Lamyn with a large house plant as an expression of the club's appreciation. Thank you notes were later sent to Stern's & to the Holderbaums on behalf of the membership.

Our business meeting was short, informal, & informative, so we could get on with the fun & games. We all signed a congratulatory card to our good friends, Don & Alice Schneider. As you all know by now, The Black Widow took everything in sight at the national in Minneapolis.

6. 1978 NATIONAL CONVENTION CHARTER FLIGHT

The 78 national convention will be in San Diego, California next July 20 - 21. Some of you may want to make the long drive, but here is an easier way:

CCRS's treasurer, & WPC friend, Bill Klets has arranged for a charter flight out of a jet to be announced Ohio city, departing Monday & returning Sunday. The price of \$375 per person includes round trip air fare, ground transport to & from the airport in San Diego, & six nights at the Town & Country Inn. (Site of the convention).

There is only room for 40 people, so let Bill know A.S.A.P. if you are interested. (Bill Klets (216)467-3628). The Friend's & Psycho's are probably going. Let's talk about it at the meeting. The price is very reasonable.

7. THE VINTAGE CHEVROLET SHOW

Curt Buckman, Ron Good, & Bernie Weiers all entered early model Corvairs in the show. Curt's Vair took a second place, and Harris's 39 Chevy took a trophy. Congratulations to all of you & keep the Corvair in the public's eye.

8. HOMECOMING QUEENS LOVE CORVAIRS

John Greenwald & Bob Holderbaum have been busy calling members who own Vair convertibles. It seems that North Huntingdon & Oakmont High Schools have asked these members to round up enough Corvair rag tops to accommodate their Homecoming queens & their courts at halftime ceremonies. Wow, talk about keeping the Corvair in the public's eye!!! I hope to have pictures & articles about this in the next newsletter.

9. CORVAIR CLASSIFIED

- 63 windowless van, 3 sp. low mileage, solid, in primer, \$600, Gilbert Hannu, Apollo 727-7025
 - 65 Monza sp. auto. green/black, New trans. & starter, some rust, offers over \$400. Vera Froelich, Grafton, 921-1954
 - 66 Corsa sp. 4 sp. Turbo. red/red, 80,000 mi. EQ rust, Tenn. car, Offers around \$2,000 Joe Seigel hm. 521-5711 wk. 521-4774
 - 63 Spider sp. red/red, 4 sp. Turbo, 64,000 mi. Near concours cond, \$2,000
- Also: 64 Riviria, 1 owner, immaculate, \$2200, 82,000 mi. Jay Waitzel 767-5351

10. NEW MEMBERS WELCOME & WE HOPE TO MEET YOU ALL ON SUNDAY

Fred Marner, Monroeville, 373-2933, Fred is a 36 yr. old engineer who owns a 66 Monza 140 h.p. He was introduced to WPCG by Helen Murky.

Miss Debbie Brimmer, Beaver, Pa. 774-2256, Abby is a 20 yr. old art student & drives a 61 sedan. She participated in our symposium & will help with any art work that the club may need.

Ken Jones, Pgh. Ken will be in the graduate school program at Carnegie Mellon for the next 2 yrs. He is from Sacramento, Calif. & drives a beautiful 65 Monza. Ken was introduced to WPCG by John Cossey. He is 25 yrs old.

John Rutherford, Dravosburg, 463-3022, John is a 24 yr. old brakeman for the Union RR. He acquired a 64 convertible in Aug. & is busy restoring it. He was recommended by the Ed Pazel's.

Dale Barr, N. Versailles, 824-7020, Dale is a 28 yr old truck driver who owns a 67 "500". Dale was also introduced to our club by the Pazel's.

Mr. & Mrs. E.E. Martin, N. Huntingdon, 463-3538, The Martin's are retired and own a beautiful 65 gold convertible, freshly restored by our own Ed Wieland Jr. Ed introduced the Martins to the club.

Suzanne Battisti, Greenburg, 537-5181, Gena is a 16 yr. old student who owns a "500" op. Gena was introduced to WPCG by Joe Kuffer.

Nicholas Moran, Pgh. Niko is a 49 yr. old engineer for the Chessie, who owns a 64 "700" sedan. He recently inherited the Vair & traced our club by contacting the Chevy zone office.

Dan & Ross Crawford, W. Leechburg, 845-1051, Dan is 30 yrs. old & has set up Dan's Body Shop in Ivan's former location. Dan & Ross own a 65 Monza conv. & they are painting the raffle car right now. Remember Dan when you need body work.

J. Stankiewicz, Pgh. 793-2431 Mr Stankiewicz is a 28 yr old salesman who was recommended by Ivan Clover.

Les Phillips, Rural Valley, 783-6116, Les is a 35 yr. young electronics worker. He owns a 68 "500" op. & was introduced to the club by Ivan.

William Ungar, Pgh. 371-3618, Bill is a 51 yr. young engineer for the U.S. Bureau of Mines, & uses their 62 Monza sedan as a second car. Carol & I placed a membership form under their wiper, & presto, a new member with a sharp Corvair.

Tom Watt, Apollo, 727-7942, Tom is a 32 yr. old coal miner who drives a Vair powered, Keeble van. Tom is a past member who dropped out of the club for a while. Welcome back Tom, & get that guitar tuned up for the Christmas party.

Hazel Miller, Pgh. 486-4328, Hazel also dropped out of the club, but is now rejoining. She is a 69 yr. young great grandmother who drives a very clean 64 Monza sedan. Her daughter told us that she is in her second childhood; with this in mind, Hazel, we'll look for you at the Nov. 6 autocross!

THIS & THAT

I am constantly getting inquiries as to who in the club does Corvair work!! People in the club would like to keep their business in the club, if they only knew who you were! \$1 per issue will get a members business card out to 150 Corvair fanatics. IF THAT ISN'T CHEAP & EFFECTIVE, I'LL KAY ME HAT!!

I am also constantly being called for member's phone numbers, which is fine since I enjoy talking to members, but we have beautiful binders for sale at each meeting. These binders hold the club roster, by-laws, & all of the newsletters. Think of the time that you could save by having these items constantly at your finger tips.

Ivan Clover informs us that the lucky ticket for our raffle car will be drawn in West Leechburg on Jul. 20, 1976. This date will wind up W. Leechburg's 50th. anniversary celebration.

Our T-shirts & bumper stickers are for sale at each meeting & event also.

The fourth in a tremendously informative series of Bodywork articles by our own ⁵ Bill Schmidtlin. Bill requests that NO ONE reproduce these articles without his permission. (3117 Broadway Dr. Alliquippe, Pa. 15001).

MATERIALS

As with tools & equipment, a large variety of materials are available for all phases of body repair. Up to 10 or 12 years ago, the selection was not nearly as broad as today. You had to use what was available and these products often left something to be desired. Many old timers insist that materials today are not what they used to be. I attribute this mainly to the human tendency to resist change, especially when experimentation or learning of a new technique may be required. Manufacturers of body materials don't usually market a new product unless it's an improvement over the old.

An interesting point is what has happened to prices over the last 5 or 6 years. As with so many other things, the energy crisis (real or not) brought a steady increase in prices. On the average, prices are twice what they were 5 years ago. For this reason, it pays to use materials economically and, probably more important, use the best materials you can get. The best costs more but it is far more economical to get the job right the first time than to have to do it twice.

What are the best materials? My advice is to stick with well known name brands such as 3M, 3M, Dupont, Ditzler, Sherwin Williams, etc. When painting, don't mix different brands together- chemical incompatibility often causes serious problems.

In the portion below, I will briefly describe the materials I have found to be the most necessary or useful. The list will run (generally) from the preparation stage through the painting and post grooming stage.

SURFACE CLEANERS - remove wax, silicone, oil, etc. from the surface to be refinished. These sanding, masking tape will stick better, and you're less likely to have problems with finish painting. Sher-will-clean (Sher. Williams) or Prep Sol are good. Enamel reducer can be used in a pinch.

SAND - (for sand blasting) Use fine white sand, it must be dry & loose.

PAINT STRIPPERS - Heavy paint build up should be stripped before refinishing.

CAULKING - For sealing seams or gaps where panels come together. Latex type is best. Many other types are available.

GRINDING DISCS - use 16 or 24 grit open coat- 7" for electric grinders, 5" for small air grinders.

SAND PAPER - for your straight line or orbital sander, 40, 80, and 150 grits are most useful. For DA sander- 80, 150, 220 and 320 grit. For dry hand sanding- 40, 80, 150 and 220 grit. For wet hand sanding- 320, 400 and 600 grits.

METAL CONDITIONER - a mild acid solution used for conditioning (etching) bare metal surfaces for better paint adhesion. Use as directed and wash off thoroughly.

POLYESTER FILLERS - Look for good adhesion, easy filing and sanding. Almost all name brands are good. A product called All-Metal is most durable but hardest to work with.

PRIMERS - lacquer primer surfacer is used almost exclusively over both lacquer and thoroughly dried enamel surfaces. A good primer dries fast, fills imperfections well, and sands easily. Enamel primers are seldom used. There is one type of enamel primer which I use frequently for very fine lacquer paint jobs- it's called Reparatista (Dupont) and I will describe its use in a future article.

GLAZING PUTTY - used over lacquer primed surfaces to take out minor low spots and imperfections. I prefer 3M red putty for fast drying and easy sanding.

SEALERS - are sometimes used as a final step before the finish paint is applied. Their purpose is to "seal in" all the body work etc. and keep scratches or color bleed-through from showing up at a later date. I feel that if you've done your work properly up to that point, sealers are seldom necessary- they often cause more problems than they cure. If you want to use a sealer, I recommend the clear, high speed type. NOTE: Sealer should be used on Fiberglass applications. Use an epoxy type.

PAINTS/ ACRYLIC LACQUER - is a lacquer plastic type of paint which I recommend highly. It's easy to spray (provided you have a good gun and enough air), holds up well, and you can rub it out to a fine, high gloss finish.

ENAMEL - hides imperfections well, it's the quickest way (doesn't have to be rubbed out), but it's difficult to spray properly, and picks up a lot of dust unless a professional spray booth is used.

ACRYLIC ENAMEL- much like enamel, easier to spray. Has a hardening agent available so that it can be rubbed out in a short time. Gloss does not match lacquer.

POLYURETHANE ENAMEL- Call me if you want to know about this or other type of paint not mentioned.

THINNERS- used for "reducing" lacquer, comes in many grades (drying rate). Heat and especially humidity require slow drying (rich) thinner. Use fast to medium dry for primer.

LACQUER RETARDER- is used to enrichen thinner (increase drying time).

TRAVEL REDUCER- for "thinning" enamel, also has many grades.

MASKING TAPE- use good tape (it's coated and won't let paint soak through to damage adjoining panels) comes in many widths.

MASKING PAPER- its coated also and comes in several widths. Newspaper is OK over glass or chrome but can let paint soak through.

RUBBING COMPOUNDS- for rubbing out various paint types. Used most often on lacquers. Use fast cut compound for rubbing fresh lacquer (usually red or grey in color). Use fine polishing compound (usually white) for a higher luster or for renewing an old finish. Fast cut is good on acrylic enamel.

BUFFING PADS- come in several sizes, shapes and grades. I prefer a 7" dish shaped pad for most buffing. Use a coarse grade for heavy buffing, fine grade for finish buffing or polishing.

GLAZING WAX- good for removing buffing swirls from freshly rubbed paint, produces a good shine but lets remaining paint vapors escape. Machine Glaze and Fill-N-Glaze are good products. **NOTE:** Don't put "good" wax on lacquer for at least a month; enamel, much longer.

RUST-PROOFING- I've already recommended the wax resin type in a previous article. The other types (that I have used) require a cleaner surface and tend to lose effectiveness in time.

BODY SCHUTZ- this is one exception to the "other types" of rustproofing mentioned above. Body Schutz (3M) is a rubberized coating that works great on well prepared surfaces. Great for doing rocker panels, etc. So resist stone chipping - you can paint right over it and it looks like it's supposed to be there. Foreign manufacturers have been using it for years.

Well, that doesn't cover everything, but it does include most of the things you may need. At this point I'm not sure what the next article will contain, but, I promise you we will start doing it instead of just talking about it.

Bill Schmalen

FRANTZ KING APPOINTS NADER NOT TO HEAD NHTSA

(The following info. was obtained from the Air Horn, the fine newsletter of The Chicagoand Curvair Enthusiasts.)

It seems that Mr. Carter has appointed Jean Claybrook, a former Nader employee, as head of the National Highway Traffic Safety Admin. Like all of "our hero's" friends, she believes that the idea of free choice is far too dangerous for you & me.

Here are two of her early proposals:

(1). That cars be built to withstand 80 M.P.H. impacts. (Gee, I thought the national speed limit was 55)!! Now there are some definite advantages here. For example why chop down that dead tree in your back yard/just knock it down with your car! Or, how about, when a bus cuts you off on the Parkway, just stop on the gas & cut the damn bus in half with your car!! The only disadvantage that I can think of is, of course, very minor. YOUR NEW CAR WOULD COST AS MUCH AS A GERMAN TANK!!!

(2) Ms. Claybrook's second idea for our enjoyment, is that we should all have a microprocessor (a small computer) installed which would AUTOMATICALLY apply our brakes whenever we get too close to another object! Was't the kids have fun rolling basketballs out on the highway, & then sitting back to watch the pile up!!

My advice is the same as Pete Skory's of the Chicago Chapter: WRITE A LETTER!! WRITE TO YOUR CONGRESSMAN, YOUR SENATOR, OR TO THE PRESIDENT HIMSELF!!! IF THE PUBLIC DOESN'T RAISE THE ROOF ON THIS ONE, SIMILAR SHOCKING APPOINTMENTS WILL BE MADE, & IT WILL GET WORSE! (Call Al Friend, 325-2588 for the names & addresses of your representatives in Washington).

We considered joining the Legislative Council of Motor Vehicle Clubs of Pa. a few meetings ago. Perhaps we should bring it to a vote at this meeting.