

the fifth wheel

newsletter of the lehigh valley corvair club



from the editor

Hello corvair friends. Fall is in full swing now and the shows, swap meets and cruises of 2010 are drawing to a close. If you're the type that puts your car to sleep for the winter it's nearly time.

At our last meeting we discussed nominations for club officers. As no one voiced interest in serving the current officers agreed to continue their rolls. If you are interested in a position make sure to come to the next meeting this Wednesday, October 27th.

With the change in seasons I have some simultaneously good and bad news to share. I was accepted to a residency program in Roswell, New Mexico so Angie, Mr. Piston (our cat) and our corvair will be leaving the Lehigh Valley for 9 months starting in December. That will make producing and mailing this monthly newsletter a little tricky. If anyone else is interested in taking over I would be more than happy to pass the torch.

Because one of the most important functions of the newsletter is to inform club members of upcoming meetings I am proposing a compromise for the time I am away. I will print postcards in advance which will then be mailed out every month. While not as fancy as the newsletter it's the best I can do for the club in my absence. I will try to make them as cool as possible.

**CUSTOMIZED BY
GENE WINFIELD**



october 2010

club officers

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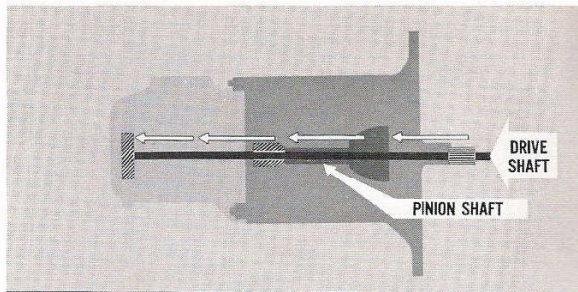
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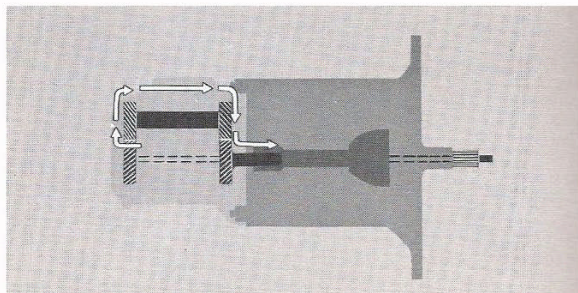
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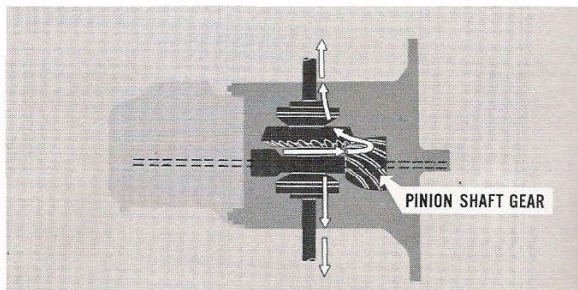




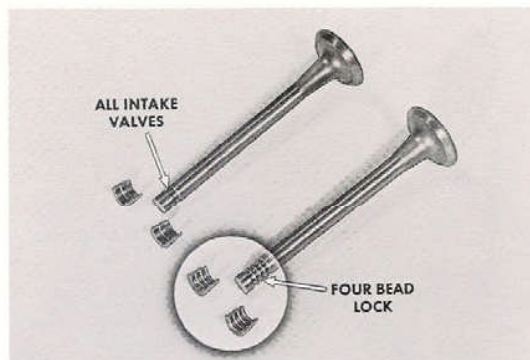
Engine power is delivered to the transmission by a drive shaft which passes through the hollow pinion shaft of the differential, and enters the rear of the transmission case. This shaft continues through to the front of the transmission.



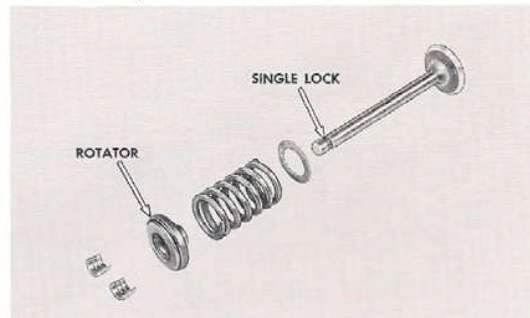
Power returns through the transmission the same as in a normal 3-speed unit. (Second speed gear is illustrated.) The output shaft resembles a sleeve over the input shaft, and is splined into the hollow differential pinion shaft.



The pinion shaft gear drives the ring gear on the differential case in the conventional manner, delivering power to the rear axle shafts and in turn to the rear wheels.

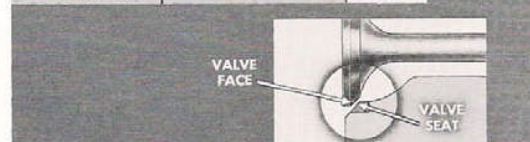


All intake valves have the single groove lock. However, when the original exhaust valves need replacement, you should use the four bead lock design on all except the Corvair 95 engines.



Corvair 95 engines for 1963 and '64 are equipped with single lock design stellite exhaust valves and rotators which are now available for installation in earlier Corvair 95 vehicles. Now let's look at recommended grinding angles.

RECOMMENDED GRINDING ANGLES		
INTAKE & EXHAUST VALVE SEATS		45°
EXHAUST VALVES		44°
INTAKE VALVES		
ALL ENGINES	1960, 1961, 1964	45°
ALL ENGINES	1962	44°
TURBO AIR	1963	44°
SUPER TURBO AIR	1963	45°

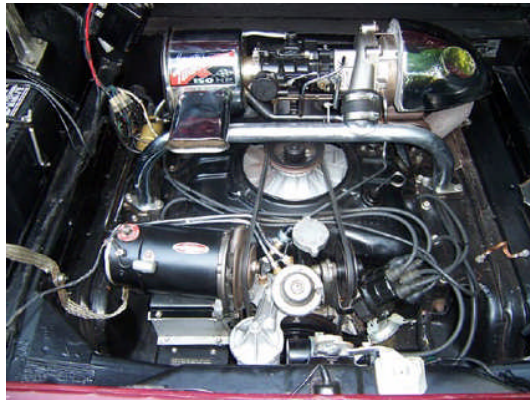


The reseating angle for intake and exhaust valve seats in all engines is 45 degrees, while all exhaust valves are refaced 44 degrees. Intake valves are refaced either 45 or 44 degrees, depending on the engine and model year.

tech tips!

for sale & wanted

1964 Corvair Spyder Convertible 164 cu. in, 150h.p. 4 Speed, Maroon with Black Manual Top, Restored in 1992 Trophy Winner, comes with extra block, crank, cam, and many spyder related parts. Has Electronic Ignition, one year old Battery. White Wall tires, Wire Wheel covers. After-market AM-FM-Cassette Radio. \$14,500.00 Call Fred at 215.234.4458



Corvair Rampside \$7,000 Condition is number 3 minus. This is the former Larry Schroy's truck from the Lehigh Valley Club. Call Robin at 267.261.4643

Corvair Model Kits I have 3- 69 Monzas, 140 cubic inch engine with different options for the engine all in the plastic, one was opened and the inside of the roof was painted blue other that they are complete I would like \$8.00 each (firm). I no longer work because of a spinal cord disease so I can meet at any time. Thanks, Jim sportsmans58@hotmail.com

The Sporty Car in Chevrolet's New World of Worth



CHEVROLET '62 Corvair

*Built for budget-minded people
who go for sports car driving*

Here, with saucier styling, tasteful new interiors and bigger new brakes, is the latest version of the car that proved itself in the fiercest rally competition going. Read on and get to know this new Corvair better.

You'll like what we changed—and what we *didn't* change—about this new '62 Corvair. We've spruced up the interiors, sparked up the styling and included a bundle of goodies (a cigaret lighter, front door armrests, dual sunshades, an automatic choke—even a forced-air heater and defroster!) as standard in sedans, coupes and station wagons. You also get bigger, more efficient brakes that team up with Corvair's rear-engine traction to give you just about the surest-footed car that ever latched onto a road.

But here's what we haven't changed. Corvair's quicksilver steering. Its jigsaw agility. Its gutty air-cooled engine. Your dealer's is the place to see it. Chevrolet Division of General Motors, Detroit 2, Mich.



Corvair Monza

This is the one that started the bucket seat brigade—the Monza Club Coupe.



'62 CORVETTE

New go—for the goingest car in America!

Dramatic styling refinements and a smooth new 327-cubic-inch V8 make this the sweetest Corvette yet. See America's only true sports car at your dealer's. He's got just the one to convert you to a wind-in-the-face sports car enthusiast.



“sporty” ...

upcoming corvair events

(& other classics too)

October 27th, 2010 7:30PM

LVCC Monthly Club Meeting

November 24th, 2010 7:30PM

LVCC Monthly Club Meeting

December 22nd, 2010 7:30PM

LVCC Monthly Club Meeting

January 14, 15 & 16th, 2011

Auto Mania 2011 Indoor Automotive Swap Meet
Allentown Fairgrounds \$7 admission

January 26th, 2011 7:30PM

LVCC Monthly Club Meeting

July 26th-30th 2011

CORSA International Convention
Denver, Colorado - Rocky Mountain Corsa



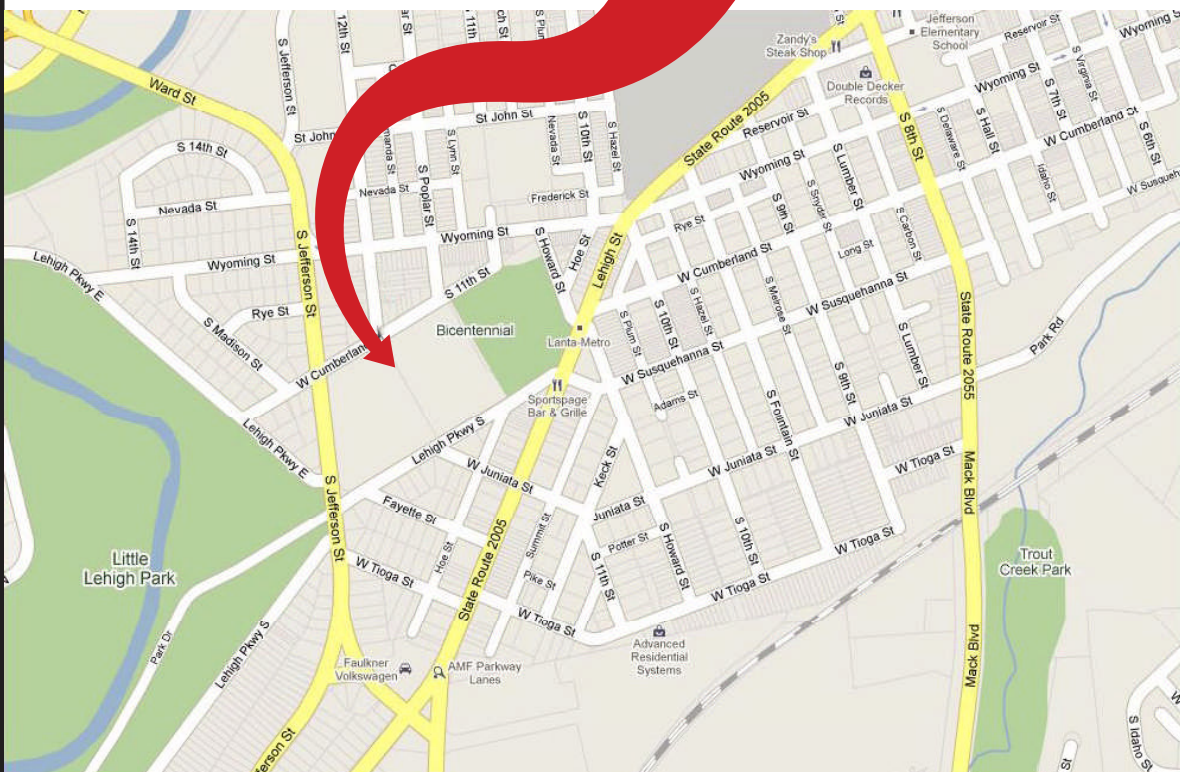
For a listing of more cruise nights and events visit:

<http://www.autoresourcetoolkit.com/autoevents2010.htm>

next meeting

7:30 PM, Wednesday October 27th 2010

**L.A.N.T.A. Community Center
12th & Cumberland Street
Allentown, PA 18103**



the fifth wheel is the Lehigh Valley Corvair Club monthly newsletter. LVCC is a charter member of CORSA (chapter 180) and is dedicated to the preservation and enjoyment of the CORVAIR automobile. Club meetings occur on the 4th Wednesday of the month beginning in September and ending in May.

LVCC dues are \$10 a year for CORSA members or \$15 a year for non-CORSA members.