



the fifth wheel

SEPTEMBER 2011

[HTTP://WWW.CORVAIR.ORG/CHAPTERS/LVCC](http://www.corvair.org/chapters/lvcc)

ESTABLISHED 1976

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Valley Ramblings *By Randy Kohler*

Rain and Das Awkscht Fescht have become synonymous lately and this year was no exception! I wasn't at the park for Friday's festivities, but I believe it was the only sunny day of the three. Saturday, we were parked by AACA classes and there was quite a good turn-out. I heard the Macungie Band perform some fine music and I walked the toy show and flea market areas.

A lot of the vendors bailed out early Saturday because of the rain and Sunday was slim pickings up and down the rows. There were some interesting cars in the "car corral" although I felt most prices were unrealistically high considering the state of our economy.

We were fortunate Sunday for "club day" as the rain held out until mid-afternoon... I was forced to put my top up for a while, but it cleared enough to go home topless!

We had 33 Corvairs with many different models represented. They included two early open, four early closed, twelve late open, eleven late closed and three forward controls. The extra

"Corvair" was a Glenn Pray Corvair powered Cord owned by Joan Eberhard of Blooming Grove, PA. Although Joan registered it as a Corvair, it got parked with the Cord-Auburn club instead our club where it belonged! You can read a little about these cars at the Glenn Pray Cord Group web site or Glenn Pray Auburn Cord Group. Also of interest were a Monza wagon and a Fitch Sprint. Thirty owners hailed from Pennsylvania and three from New Jersey.

Our sister car, the Camaro was the featured car this year and they had a nice display under the main tent. All participants received

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The Fifth Wheel is published monthly by the Lehigh Valley Corvair Club (LVCC), Inc. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis. Please contact our newsletter editors, Wesley Weiss and Allan Lacki, for details.

LVCC is one of the many regional chapters of the Corvair Society of America (CORSA), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. LVCC caters to Corvair people who live in and around the Lehigh Valley Region of eastern Pennsylvania. This is a very special car club! LVCC dues are \$10 a year for CORSA members or \$15 a year for non-CORSA members.

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dash plaques with a Camaro pictured, Saturday's participation award was a fender cover, and Sunday's was a nice LED flashlight with laser pointer.

Both the Lehigh Valley and Philadelphia Corvair clubs held business meetings while many members were present. Our esteemed leader Bill Remaly presided over our meeting and welcomed all of our guests.

Mid-afternoon we had our drawing for door prizes. Clarks Corvair Parts once again gave us a goodie box with fan belts, oil filters, a T-shirt and gift certificates. They also supplied us with a stash of their catalogs. Dick Weidner also brought along a large stash of goodies to give out in memory of Dorothy. Our tent and card table were provided by Dennis Weaver. Dick set up our club signage.

Thanks also to Gary Gannse along with Dennis and Dick for helping me park Corvairs as they always all seem to come in at once! It was also nice to see former members Jerry and Kathy Lopez who were up from Florida to visit. I also ran into former member and newsletter editor Mark Sauders who now happens to be the president of the Mopar Madness club! My last big thanks goes to Allan Lacki who has been bouncing out these incredibly pro-

fessional newsletters!

Next year's Das Awkscht Fescht will be held August 3rd through the 5th, 2012 and will be featuring the Crosley automobile. I bet there will be a hundred of those neat little suckers! See you there!

CORVAIRS at DURYEA DAY

LVCC Members Fred Scherzer and Al Lacki were among the several hundred people who displayed their cars at the Duryea Day Car Show which was held in Boyertown on Saturday, September 3. Fred showed his 1962 700 wagon and Al showed his 1966 Monza coupe.

Car shows offer a great opportunity to talk to fellow motor heads. Often they have interesting stories to tell about Corvairs.

For example, one of the other cars on display at the Duryea show was a 1965 Shelby GT 350 Mustang owned by Chuck Cantwell. Chuck was the Shelby American Project Manager for Shelby's GT 350 racing program which won the National SCCA Championship in 1965 and the Shelby Mustang Trans Am cars that won the 1966 and 1967 Trans-Am Championships.

Al Lacki engaged in a discussion with Chuck, and it turns out that Chuck worked as an engineer in GM before he

was employed by Shelby. He was a personal friend of Larry Shinoda and was well acquainted with Frank Winchell and Jim Musser, all of whom were intimately involved in the styling and engineering of our favorite car, the Chevrolet Corvair. Other friends of his included Bill Thomas and Don Eichstadt, whose Corvair racing exploits are well-known.

WELCOME BACK HOME!

LVCC member Wes Heiss wrote to tell us he is back home in Pennsylvania after spending nine months as an artist in residence in Roswell, New Mexico.

The Roswell Artist-in-Residence Program was established in 1967 to provide artists with the unique opportunity to concentrate on their work in a supportive, collegial environment for a whole year. This "gift of time" allows them to work without distraction in an effort to break new ground and focus on individual goals.

For those of you who don't know him, Wes is a designer and visual artist whose work explores the human relationship with technology. He is also a Professor of Practice at Lehigh University where he heads the Product Design program of study. His work has been exhibited internationally at such loca-



Fred Scherzer's super-clean 1962 wagon at the Duryea Day Car Show in Boyertown.



A dream come true. This summer, Wes Heiss bought this lovely Rampside in New Mexico.

tions as the Museum of Fine Arts in Houston, ArtSpace in New Haven, Brooklyn Academy of Music in New York, and Kulturmöllan in Lövestad, Sweden.

Wes is also a big Corvair fan, and during the summer, he finally acquired a Rampside after years of waiting. We can't wait to see it. Welcome back home, Wes!

CORSA NEWS

For many years, the Corvair Society of America (CORSA) has had a Chapter plan outlining what a chapter (such as LVCC) needed to do to become and stay a CORSA chapter.

Part of the policy to stay a chapter is to provide a current list of the chapter's officers, the name and address of the chapter's CORSA contact, and a list of all the chapter's members and their addresses, CORSA and non-CORSA members alike. Local chapters submit this information to the CORSA office every year.

The CORSA Board has decided to expand the requirements for the annual submittals. Starting in 2012, local chapters will need to include the name of the chapter's newsletter and chapter's website address if applicable, plus the addition of a \$3 fee for each non-CORSA member.

Members of the CORSA board will contact an officer of each chapter in the next few months to make sure the chapter is active and alert them to the new policy.

The total monies collected for the non-CORSA members and the chapter report will be due to the CORSA Secretary by March 1st of 2012 and every March 1st thereafter.

If the report and fees are not received by March 1st, a reminder notice will be sent and a one month grace period will be granted for the chapter to send the required information and fees in. If the

- World's Best Car - Corvair 1960-69



requirements are not fulfilled after the one month grace period, the chapter will be removed as a chartered CORSA chapter and lose their insurance coverage until the requirements to remain a chartered CORSA chapter are fulfilled.

NECC UPDATE

Al Lacki has been attending NECC planning meetings for the 2012 CORSA Convention. Approximately 25 people are involved in this effort, and arrangements are being made for all the convention activities, including the concours, car display, autocross, rally, bus tours, etc. Contracts are being signed and so, things are moving along nicely.

Al designed a convention website which he will continue to update as the convention comes closer. You can it at <http://www.corvair.org/chapters/necc/convention>

We are currently looking for volunteers to conduct tech sessions at the Convention. Call Al at (610) 927-1583!

CLASSIFIED ADS:

FREE: Corvair engines! I have a few early model Corvair engines and some parts I would like to get rid of. Any club member's have an interest? They are there free for the taking. Gail Sharp
Email: gail_r_sharp@yahoo.com

WANTED: Hello, I was wondering if anyone might know where I can find a Corvair engine (or two). The engine will be modified for use on an airplane I'm building. While I'm not too particular, I prefer 1965-1969 95 and 110HP (any of these engine codes: RD, RF, RH, RX, RK, RA, RE, RG, RJ). If you don't know of any for sale, do you know where I can look? John Cronin
Email: jcronin737@yahoo.com
Telephone: (570) 643-6499.

WANTED: I am trying to source two or three 1965 110-95 HP engines with codes RD RF RH RX RK RA RE RG RJ for export to AUSTRALIA. They do not have to be in running order but need to turn over freely. Are you able to help? Peter Hennessy.
74 Wellington St. Mundingburra, Townsville, Queensland 4812, AUSTRALIA.
phe47727@hotmail.com
61 7 47753350

FOR SALE: 1962-64 Spyder Parts. I have some Corvair Spyder turbo engine parts that have been in my attic for 20 years. I'm not sure of value or if everything can function. Also have dash gauge cluster for same. Would like to sell all for reasonable price. Any help would be greatly appreciated.
Kevin Hutchinson.
Email: kh89yjguy@gmail.com Telephone: 215-661-8422 after 5:00PM.

FOR SALE: 1963 Corvair Monza M900 Coupe. 102 hp. Unrestored survivor. Runs perfectly. Never in a body shop or driven in snow. All service records since new. 50,000 miles. Needs nothing. Tinted glass. Day-night mirror. Pushbutton AM radio. Factory seat belts. Asking \$7,000 or serious offers only. Dave Riddle. (610) 264-7155.
dariddle@verizon.net

FOR SALE: 1963 Corvair Monza Convertible. White exterior with black top. Powerglide. \$1,500. Contact Keith Koehler. (215) 703-0644. kpisant@verizon.net

Corvair - Powered Road Agent by Richard Owen

The Road Agent is a unique and downright futuristic custom creation from the fertile mind of one of the nation's most creative and colorful artists and customizers – Ed “Big Daddy” Roth. Utilizing an innovative power train with a Corvair engine and rear suspension and employing Roth's distinctive bubble top, Road Agent was the sixth in his line of cars. Restored by Mark Moriarty, it remains one of the most instantly recognizable icons of hot rod history, and if auction prices are any indicator, it is highly-valued amongst hot rodders even today. It was sold at RM Auction's Icons of Speed & Style event on September 26, 2009 for \$187,000 USD.

While most Roth rods started out as offbeat conceptions of bodywork and chassis, Road Agent, created in 1964, was different. It was conceived as a radical drive train first. The severe wedge-shaped body followed as a consequence of Roth's prescient decision to abandon big front-mounted V8 engines and look to more innovative rear- and mid-engine layouts which gave his free-form concepts even more freedom to innovate dramatic bodywork.

Roth seized upon Chevy's then-new Corvair with its air cooled opposed flat six, which gave him the design freedom he needed. Roth built a simple trussed four-rail frame of 1 3/4-inch 4130 tubing, then installed a 2-carb hopped up Corvair power train in the middle with a standard Powerglide automatic turned around to take the power from the front. He used the standard Corvair swing axle independent rear suspension (the one Ralph Nader later trashed – zinging Nader appealed to Roth) with coil springs and got the whole thing running.

Not surprisingly, the reversed Powerglide worked fine, but provided two speeds going backwards and only one,

the Corvair's reverse, going in the usual direction. Fixing that took a big dose of Southern Californian hot rod ingenuity, turning the differential upside down and a lot of creative plumbing to make it work.

Roth's layout employed a '37 Ford tube axle up front. He reprised the cup-mounted coil springs he'd used previously with effect on his Mysterion hot rod, but they were largely for show. The real springing was provided by a cross-mounted VW torsion bar secured at its outside ends that supporting the axle with a single center arm. An Austin provided the steering gear. Astro wheels were mounted at all four corners, with motorcycle tires at the front and 6.70-15 narrow whitewalls at the rear.

Running and driving, the concept was nearly complete. A set of four exhaust pipes, admittedly superfluous on a flat six but looking great, completed the mechanicals. Roth and Joe Henning then came up with something appropriately bizarre to clothe it. With nothing in front of the driver except the wheels and suspension and the engine behind him, the most sparse, simple body layout would be a narrow-nosed wedge. That is just what Roth and Henning developed.

The body included a bubble top over the passenger compartment. Roth and Acry Plastics had some experience by then and they molded the Road

Agent's bubble in a petal-shaped plan view. The orange-tinted plastic and contours suggested nothing less than a B-movie alien's brain. There's a wonderful photo of Road Agent at a car show with the dome reflecting the hall's coffered ceiling that highlight its resemblance to the brain surface's ridges, grooves and fissures.

Quad headlights were placed low in the nose behind translucent covers in eye-shaped ovoid openings that heightened Road Agent's alien anthropomorphic rendering. A small blanked-off recess in the nose between the lights credited the history of radiators that was missing from the air-cooled Road Agent. Roth created a whimsical winged Boyce Motometer hood ornament that had no thermometer in it, just an “Ed Roth” identification.



The body, molded with Roth's "spitwad" technique, tapered back around the passenger compartment and flesh-colored dome and over the engine and rear suspension in a fair approximation of a paper airplane dart.

Teardrop appendages erupted on each side of the dome. At one point they'd been conceived as complex antennas but in the end were simplified to harmonize with the simplicity of Road Agent's fiberglass body.

A single flattened oval at the back of the rear deck contained the rear lights. Below it the Corvair drive train and suspension is hung out there in the open for all to see and appreciate. An ovoid nerf bar, thin and fragile to the point of being little more than a broad curb feeler, marked Road Agent's rear extremities. It was painted by Larry Watson with the pin-striping done in white by Roth.

The interior's bench seat is rolled and pleated in Rose Pearl vinyl with matching deep pile carpet. A Dixco tach and pair of Stewart-Warner twin blue gauges are all the instruments the driver needs, and all that Roth provided. Only a lip-shaped ovoid headrest set high up above the body within the translucent dome extending across the seat's full width and the tiny Delmonico television in the passenger's door panel elevate form over function in the otherwise purposeful interior. The shifter handle is made from a ratchet wrench.

First featured in Rod & Custom in March 1964, Road Agent was accorded a two-page feature in the next month's issue, then got Hot Rod's attention in October.

Roth eventually sold the Road Agent to the Brucker Family's MovieWorld museum. From there, it moved on to the Harrah Collection. Eventually, it found its way to the East coast.

In the 1990s, renowned Roth guru Mark Moriarty acquired the car and restored it, meticulously retaining its originality in the process. It was displayed at the Los Angeles Museum of Art's "Made in California" exhibit in 2001, at the Detroit Autorama in 2005, and at the Petersen Museum in Los Angeles in 2007.

Road Agent marks an important departure in Roth's rods. It was conceived and designed from the inside out, first as an innovative chassis and drive train incorporating air cooling and mid-engine dynamics. The body is functionally minimal. If it weren't for the



That's right. The entire power-train is reversed, front-to-rear, so that the Corvair suspension trailing arms become leading arms instead!

teardrop appendages, the eye-shaped headlights and the bright orange dome it could be the prototype for a mid-engine, Corvair-powered dune buggy, a genre that wouldn't appear in Southern California for years.

Which, in a nutshell, typifies Ed Roth. He happily discarded preconceived notions, seeking new ways of achieving high performance and dramatic appearance. None of his creations better express that quest and its success than Road Agent, an accomplishment which has been amply recognized with a succession of exhibits, features and publications which give in the impeccable provenance of the work of kinetic art which it is.

LVCC Merchandise for Sale!



LVCC license plates and hat pins: \$3.00 each. LVCC T-Shirts: \$6.00 each.
 Call or email LVCC Secretary/Treasurer Richard Weidner at 610) 502-1414 rcwvair@rcn.com

Membership Meeting: Wednesday, September 28, 2011

Time 7:30 PM. Place: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. All LVCC members are encouraged to attend. Feel free to bring a guest.

LVCC Calendar of Events



September 28 - October 2, 2011 ::: Fall Carlisle.

Carlisle, PA - Fall Carlisle Flea Market and Collector Car Auction and the Great Fall October 1-2 Carlisle Collector Car Auction showcasing antique, collector and special-interest vehicles. e-mail: info@carsatcarlisle.com or www.carsatcarlisle.com

Saturday, October 1, 2011 ::: Hatfield Rocktoberfest Car Show.

Rocktoberfest is jumping off on Saturday, October 1, 2011 RAIN OR SHINE at Sequoia Out Back In Snyder Square Shopping Center located at 1700 Cowpath Road in Hatfield, PA. If you're thinking of participating in the car show, vehicle check in is from 8:30 AM. through 11 AM. The show will take place on paved surfaces. From 11:30 AM to 1:30 PM, judging will take place, with the Awards Ceremony beginning at 3 PM. Unique Rocktoberfest Trophies will be awarded to the Top 25 Peoples Choice, Commissioners Choice, Parks and Rec Board Choice, and Best of Show, while dash plaques will be handed out for the first 200 registrants. Website: <http://www.montcohappening.com/rocktoberfest-car-show-hatfield>

October 5 - October 8, 2011 ::: AACA Meet in Hershey.

The 2011 AACA Eastern Division National Fall Meet is the largest flea market and show in the world. Four days of events include: FLEA MARKET: Wednesday-Saturday. CAR CORRAL: Wednesday-Saturday. CAR SHOW: Saturday only. FREE ADMISSION TO THE FLEA MARKET, CAR CORRAL AND CAR SHOW EVENTS! AACA Museum will be open until 9 PM on October 6, 7 & 8 and will have a variety of food at a reasonable cost as well as alcoholic and non-alcoholic beverages available for purchase on October 6 & 7 from 4-9 PM. For additional information contact: Hershey Region AACA / P O Box 305 / Hershey PA 17033-0305. e-mail: HR@hersheyaaca.org. website: www.hersheyaaca.org/fallmeet.html

Sunday, October 9, 2011 ::: 2nd Annual Macungie Cool Down Car Show.

Macungie, PA - 2nd Annual Macungie Cool Down Car Show 2011 at Macungie Memorial Park. Show 9:00 AM - 3:00 PM, Registration 9:00 AM - 12:00 noon. Pre-Registration \$8:00 Day of Show \$10.00 Flea Market Space \$20.00. 610-966-4289

Sunday, October 30, 2011 ::: Kempton Car Show.

The Free Spirit Chapter of the Buick Club of America will hold its 35th Annual Collector Car Show and Swap Meet at the Kempton Community Center, 803 Old Philly Pike, Kempton, PA. 19529. Located 5 miles north off I-78/ Rt.22 using either Rt.737 N. or Rt.143 N. Held rain or shine! Accepting ALL cars, trucks, and motorcycles thru 1992. This year's show will offer People's Choice Awards in addition to a Director's Choice Award. 9 classes with 28 awards. Indoor/ Outdoor Flea Market and food on premises. Day of show registration is from 8 AM to 12 noon. A portion of the pre-registrations will be donated to the Dream Come True charity. Dash plaques to the first 250 vehicles. Day of show registration \$10. www.buickfreespirit.org

July 25 2012 to July 28 2012 ::: 2012 CORSA Convention at Sturbridge.

The Northeast Corvair Council (NECC), of which LVCC is a part, has been awarded the 2012 international convention for the Corvair Society of America (CORSA), to take place in Sturbridge, Massachusetts. The dates are July 25 2012 thru July 28 2012. Plan on being in colonial Sturbridge, Massachusetts, in July of 2012! See our website for details: <http://www.corvair.org/chapters/necc/convention>

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