



the fifth wheel

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

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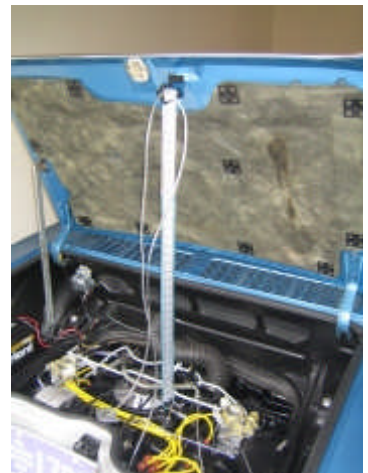
BALANCE CORVAIR CARBS CHEAP & EASY!

Here is a series of three articles about making and using an inexpensive synchronizer tool for multi-carb engines, like those in our Corvairs. The first article is from Marty Ignazito, who developed this tool for his Rotax-powered powerchute! The second article was posted on the Corvair Center Forum by Matt Nall. His device is very similar to that described by Marty. And the third article is an excerpt from an article written by Ken Schiffner from the New Jersey Association of Corvair Enthusiasts. Ken uses a fancy high-tech manometer to balance his carbs, but the usage instructions apply equally well to the cheapo tool described here! LVCC member Al Lacki used the instructions from all three articles on his own Corvair and says the tool works great!

The \$1.55 Carb Synchronizer, by Marty Ignazito.

The objective of the vacuum measuring carb synchronizer is to see that the vacuum signals from both carbs are the same. It is the difference between the signals and not the actual signals we are interested in however. The Rotax two stroke engine shows a signal of about 6" of mercury at idle measured against the atmosphere at its test signal port and a difference of about 1/16th to 1/20th of an inch of mercury can be read easily by eye. If lighter liquids are used like oil, this signal would read as about 97 inches of oil requiring a very tall manometer gauge. With a sensitivity of some 16 times greater than a mercury manometer, an oil manometer only needs to look at the difference. By hooking each side of the manometer to each of the carbs we have a very sensitive tool for synchronization. A 1/20th of an inch of mercury difference

(Continued on page 2)



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.

(Continued from page 1)

would show up as about 13/16ths of an inch of oil on the oil manometer allowing for even finer adjustment than possible with mercury.

Attached is a photo of an oil manometer I made up with some cheap materials from the local Ace hardware store. I filled mine with air compressor oil since I did not have any two stroke oil around, but two stroke oil would be a better safety measure in the event of oil getting into a carb.

Here is the bill of materials:

12 ft of 1/8" ID clear PVC tubing \$0.84
 1 wooden yardstick \$0.59
 2 wire ties \$0.12
 Transparent packing tape \$0.00
 For a total cost of \$1.55 plus tax.

The tubing was taped to the yardstick with transparent packing tape. The wire ties were put thru the hole in the yardstick to secure the tubing on each side at the top. If desired, a machinists or carpenters square and a pencil can be used to extend the 1/8" markings to both sides of the stick or the level of the oil on one side can simply be noted before testing begins since it must return to this point to be in balance. Fill with oil to about the 26 or 27 inch mark (36 at the bottom). You may have to leave the unit sit for a day or so to get all the bubbles out. If you are careful not to introduce air when filling this is less of a problem.

When in use with the engine running both lines must be connected, one to each carb. The oil will be sucked up and out of the manometer if only a single carb is connected and the other end is left open to the atmosphere.

This device is so simple and cheap to make, I thought it best to just tell everyone how to do it rather than try to make and sell them. Bing's claim that their \$34.95 mercury device is the most accurate carb balancer regardless of price seems to ring hollow doesn't it? I will try this unit as soon as I get a

chance. If any of you beat me to it, let me know how it works for you.

Marty Ignazito
<http://www.powerchutes.com/>

Ah! Perfectly balanced carbs!



Balancing Carbs Cheaply! by Matt Nall.

Use a Homemade Manometer for your Corvair!

1. Buy 6-10 ft. of 1/8" vinyl tubing.
2. Add a liquid [mouthwash / ATF] to the tube to fill a 18" section when the hose ends are held HIGH.
3. Tie this to your rear engine lid. Leave the ends loose at this time.
4. The tubing connects to the choke pull-off ports [horizontal ports] at the bottoms of the carbs.....then the tubing has to RISE to make an "M"...the liquid settling in the bottom of the "U" in the middle of the "M".
5. The liquid will equalize and both ends of fluid will end up at the same level....
6. Make MARKS where this is...
7. START ENGINE and get hot!
8. Shut off the engine.
9. Remove choke pull-off hoses and attach tubing ends...
10. Disconnect driver's side linkage...
11. Start the engine and let it idle...

12. If both carbs are open exactly the same [balanced] the liquid will not move.....if not it will RISE on the side going to the carb that is further open...
13. Adjust idle speed screw until you get the speed you want with the balance!
14. Then without moving anything on the carbs, adjust turnbuckle to allow the driver's side link to SLIP in to hole...add clip...and proceed
15. Slowly rev the engine in approx. 500 rpm steps.....watch the fluid....
16. If the linkage is tight, there should be no variation....
17. If slightly sloppy....adjust driver's side link to keep them even as you increase RPM....
18. The driver's side arm PUSHES down on carb linkage....so if the driver's side of the balance tube is slow on the rise....lengthen it.
19. If the liquid in the passenger's side of the tube is slow coming up.... shorten it!

Make Your Own Carburetor Balance Indicator, by Ken Schiffner.

How to Use It: Connect the vacuum hose from one end of the hose to one carburetor and the other end of the hose to the other. (As noted above, the tubing connects to the choke pull-off ports [horizontal ports] at the bottoms of the carbs).

Start the engine and make sure it is warmed up and the chokes have released. The liquid in the tube should "shudder" up and down somewhat given the firing order of the engine.

Put a small spacer (a business calling card folded over works well) between the idle speed screw and the throttle arm on the right carb and disconnect the linkage on the left carb to boost the engine speed to over 1,000 rpm. This takes the idle circuit out of the equation for now. Adjust the left throttle link swivel so that, when the link is placed back in its linkage hole, the columns of liquid in the two legs of the tube settle to the same level.

Blip the throttle a few times to make sure the setting holds. If it does not, readjust the link. The liquid may bounce up and down in the tube first. This is normal.

Remove the speed boosting spacer, (the business card), and drop the engine speed back to idle. Adjust the right idle speed screw first, then the left if needed, to get the shuttle reference line to be slightly to the right of center (favoring the right carb which has the vacuum advance port).

You should now have balanced carburetors at both idle and off idle conditions. If you don't, you could have throttle shaft leakage problems or throttle linkage slop.

Disconnect the gauge and replace the choke pull off hoses when you are done. Roll up the indicator's hoses and put it in your tool box. And remember to wash your hands, and don't leave a mess in the bathroom sink!

See Ken Schiffner's complete article: <http://www.sdcorvair.com/tech.html>

SEPTEMBER LVCC MEETING NOTES.

LVCC Secretary / Treasurer's Report. Dick Weidner read the minutes of the August meeting and gave an update on the balance in the club's checking account. Bill Remaly prompted a discussion concerning CORSA's new plan to charge \$3 for every non-CORSA member in the local chapters. Dick said this seems fair and is a return to a policy that CORSA employed many years ago, when it used to charge \$50 per year for any chapter that didn't have 100% CORSA membership.

Corvair Show and Tell. Al Lacki brought his home-made carburetor synchronization tool to the meeting and described how it works. (See Al's article in this issue of The Fifth Wheel.) This prompted much discussion about carb synchronization in general. Dick

Weidner pointed out that Corvair carburetors have an idle circuit that controls fuel mixture separate and apart from the main carburetor jets. Although carbs can be synchronized with the engine at idle speed, there is no assurance that the carbs will remain in balance as the engine revs up. Dick said that, to synchronize Corvair carbs properly, it is necessary to adjust them not only at idle, but also up the rev range. This will ensure that the carbs are balanced where it counts the most! There was also some discussion about the use of the Uni-Syn tool for synchronizing carburetors. Jerry Moyer said he bought one of these classic tools at a garage sale for mere \$1; the seller didn't know what it was. The fine art of tuning multi-carburetor engines is becoming increasingly rare these days!

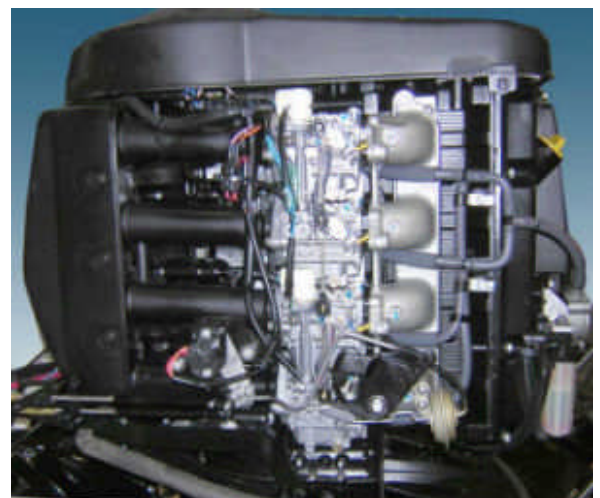
Cylinder Head Temperature Gage. Dick Weidner talked about cylinder head temperatures while driving through the Mojave desert a few years ago with his trusty '64 Monza coupe. He said he was pleasantly surprised that the head temperatures remained about normal even though the ambient temperature was 114 degrees F! Cylinder head temperatures are much more sensitive to heavy load conditions, such as driving up steep mountain highways. This led to a discussion about the accuracy of factory cylinder head temperature gages. Dick said his Monza doesn't have a factory gage, and so he installed an aftermarket gage that he bought from an aircraft parts supply house. It is a Falcon gage with dual needles - one for the right cylinder bank and one for the left cylinder bank. Dick said the thermocouple senders can be installed under the spark plugs, but he chose to install them in the bosses on the undersides of the cylinder heads, where the factory snap-switch senders are located.

NECC stuff: Al Lacki gave



Falcon Aircraft Instruments offers this dual-needle cylinder head temperature gage. One scale for each cylinder head. <http://www.falcongage.com>

an update on the Sturbridge Convention planning committee's progress. Harry Jensen of the CORSA office has agreed to provide on-line registration services. Bus tours to Boston and Newport, Rhode Island are being arranged. The team has reached out to CORSA Special Interest Groups to determine requirements for meeting rooms. A convention website has been designed and will be made public as soon as hotel room prices are settled. There was some dis-



When outboard engines came into repair shops in central Minnesota this spring they knew right where to look.

cussion about the planning committee's intent to schedule the car displays on Saturday. Although Dick heard some grumbling from hard-core concours participants at the Detroit show, everyone at our LVCC meeting agreed that CORSA needs to reach out to the public and therefore a weekend show makes good sense. Dick Weidner said has attended many CORSA conventions where spectators show up on Saturday or Sunday to see the Corvairs and they're already gone!

ETHANOL CAUSES 70% OF SPRING OUTBOARD REPAIRS.

by Jamie Hughes, St. Cloud Times. June 12, 2009.

There has been a lot of jibber-jabber on the internet about the effects of ethanol on carburetors and other fuel system components of old cars. Some old car journals speak of extreme corrosion inside pot-metal carburetors, breakdown of rubber needle seats, premature hardening of rubber fuel hoses and pump diaphragms. And yet cars have been running on gasohol since the 1970s. Even Henry Ford designed the Model T to run on ethanol. What's the big deal? Well, here's an article that helps to explain things. It's about boats! Actually, boaters and Corvair owners have something in common. Like boating enthusiasts, many of us store our Corvairs over the winter. And we run our engines on gasoline spiked with ethanol. Check this out...

This spring there was trouble in River City, as in St. Cloud, Minnesota, home of three of the largest boat builders in America – Glastron, Larson, and Cressliner. But the trouble had nothing to do with the boats, but rather with the fuel being sold to run their engines. Again the culprit was ethanol in the fuel, a complaint that we hear about every spring and it seems to do what is

- World's Best Minivan - Greenbrier 1961-65



commonly called E10.

Rob Gleason, service manager of Bee Line Yamaha Super Store in St. Joseph, said 70 to 75 percent of the boats they see at the beginning of the boating season are coming in for a carburetor cleaning due to buildup from oxygenated fuels. Oxygenated fuels include substances such as ethanol and bio-diesel and contain oxygen, usually intended to reduce carbon emissions.

He said if a boat is left idle for more than three weeks with an oxygenated fuel such as E10 in the tank, the fuel begins to break down faster, separate and plug up parts such as jets and injectors.

The buildup can restrict gas flow and cause lean conditions, which makes cooling the engine difficult, he said. "That's when you get a chance of breaking down," he said.

Gleason said the best way to run a boat is to use a non-oxygenated fuel but said the trick is finding a place that sells it.

"(I've) yet to find a standard pump gas that doesn't break down," he said. Gleason said even premium pump fuels begin to break down within 30 days.

PWC Dealer Says...

Joe Shimota, boat manager at Bristow's Kawasaki and Polaris Inc., said there's a difference between using an ethanol-blend fuel for a car and for a boat because cars typically don't stand idle for weeks or months. "You've just got to have good fuel for these things," he said. "It's not a car you drive every day."

The cost of improperly storing a boat can vary.

Gleason said it can cost anywhere from \$75 to \$275 to repair the damage from storing boats with oxygenated fuels, if all the parts on the boat are in good condition.

A Third Dealer Says...

Chuck Merten, service manager at Richmond Marine and Sports in Richmond, said depending on the size of the engine and the amount of damage or buildup, owners could spend up to \$5,000.

Realistically, owners should never use oxygenated fuels for boats, but most will be fine as long as they're being used, Gleason said.

"(If you) decide not to use it much, that's when you get in trouble," he said. But there are a few things boat owners can do if they know their boat is going to be idle for a while.

Merten said to buy as little fuel as needed and use it up before storing or refueling. Gleason said owners should drain the carburetors on their boats and add fuel stabilizers.

"Most people don't listen and we see them back here in six months," he said.

EARL FETTERMAN'S UNUSUAL CORVAIRS

It's often interesting to see Corvairs owned by members of other Corvair clubs in eastern Pennsylvania. We are



Earl Fetterman's unusual mid-engine Corvair-powered Corvair coupe. Photo courtesy of the Central Pennsylvania Corvair Club.

fortunate to live in an area of the USA with so many craftsmen who know how to work metal and machines.

Last month's issue of The Fifth Wheel included a great article by Randy Kohler regarding Das Awkscht Fescht. One of the most unusual arrivals was Earl Fetterman's 1967 Corvair, which is really a late 1980s Camaro with a Corvair body skin. Earl is active in the Central Pennsylvania Corvair Club.

To build his one-off special, Earl stripped the body panels off the Camaro donor car and replaced them with exterior body panels from a 1967 Corvair coupe. Doors, hood, fenders,

trunk, roof, glass. Aside from the wide-track front suspension, the exterior of this car is nearly impossible to distinguish from a stock Corvair. And because it looks like a real Corvair, it is much more handsome than any Camaro!

Earl Fetterman also has a mid-engine, Corvair-powered Corvair coupe. To construct this unique vehicle, he reversed the entire rear structure of his Corvair so that the engine "cradle" remains intact, which allows the use of all the stock engine shrouding and engine mount. Very clever!

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.

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

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

2012 CORSA CONVENTION UPDATE

Friends, as part of the preparations for the 2012 CORSA Convention in Sturbridge, Massachusetts, the NECC has launched a convention web site, a convention blog, and a YouTube video.

Web site: <http://www.corvair.org/chapters/necc/convention/>

Weblog: <http://corsa2012.blogspot.com>

YouTube: <http://www.youtube.com/watch?v=FH7LaQenIus>

As time goes on we will be updating the web site as more convention details get finalized, and we will be adding news and items of interest to the blog regularly. Bookmark these pages -- link to them from your own web pages -- promote them within your local clubs. Thank you!!



GM Korea Introduces Chevrolet Miray Roadster Concept. And mentions our "C" word in its press release!

Oh, it's a happy day! From General Motors, a press release that acknowledges Corvairs! No, this press release was not intended for the squeamish American public. It's for the European media. But it's real, and so we're re-printing it right here!

Seoul – GM Korea introduced the Chevrolet Miray concept today at the 2011 Seoul Motor Show. The roadster celebrates Chevrolet's 100-year heritage of designing stunning vehicles in the brand's newest market.

According to GM Korea President and CEO Mike Arcamone, "Miray' is Korean for 'future.' As GM rolls out Chevrolet across Korea, the Miray concept offers an exploration of future possibilities for the brand. It strengthens the bond between car and driver, creating a fresh look at what sports cars of the future might be."

The Miray was developed at the GM Advanced Design Studio in Seoul. Combining cutting-edge hybrid powertrain technology and advanced styling, it balances iconic Chevrolet design cues with a future design vision as Chevrolet celebrates its centennial in 2011.

Classic Exterior. The Miray pays tribute to Chevrolet's sports car heritage. It is small and open like the 1963 Monza SS, and light and purposeful like the 1962 Corvair Super Spyder. Its expressive, aerodynamic fuselage is reminiscent of modern jet fighters.

Made of carbon fiber and CFRP (carbon fiber-reinforced plastic), the wedged body side is divided by an angled character line, with ambient lighting underneath. This accent creates a sweeping line of light when the car is in motion, bringing a warm glow to the sculptured body. Le Mans racer-style scissor doors open up and out of the way for dramatic access to the interior.

The powerful front end offers a reinterpretation of the Chevrolet face. The Miray's dual port grille is flanked by LED headlamps with new signature daytime running lamps. The front and rear fenders evoke Chevrolet Corvettes of the past and express the concept's sports car spirit. At the corners, carbon-fiber spoilers help control down force and airflow.

Distinctive retractable flaps provide additional airflow control while providing access to the charge port on one side and the fuel filler on the other. The charge port also features an external battery charge indicator. Each rear fender contains individual cargo space for the storage of small items. Under the ducktail surface, the tail lamps provide a new interpretation of Chevrolet's twin element identity.

The Miray features aluminum-carbon fiber composite 20-inch wheels in front and 21-inch wheels in the rear. The strong turbine theme evokes movement, even when the Miray is stationary.

The heavily tapered top view enhances the Miray's purposeful image. From above, the cabin has a unique diamond shape.

Sporty Interior. The interior of the Miray echoes Chevrolet's racing heritage. As with the exterior, it takes inspiration from jet fighters. The Miray contains a mélange of brushed aluminum, natural leather, white fabric and liquid metal surfaces, for an overall effect of sculptural velocity.

The interior compartment is surrounded by a carbon fiber shell, which gives it a lightweight yet rigid structure. Its flowing, yet slightly tensioned, twin cockpit tightly wraps around the driver and passenger. The cockpit is driver focused, drawing inspiration from the iconic Chevrolet sports car. However, the passenger is also fully engaged in the driving experience.

Asymmetric seats flow from the door, forming a symmetric interior that gives the driver a feeling of being fully connected with the car. Ambient lighting, which starts from the upper instrument panel and flows into the seat back area, adds a sense of luxury. Seat cushions and headrests are connected by the lightweight carbon fiber shell and mounted on a single aluminum rail.



The headrest area follows the exterior form, integrating with an air scarf for open-air driving.

Designers took a unique approach to displaying information, using back projection on the instrument panel. Information in front of the driver has been prioritized into three zones. Immediately in front is vehicle performance. It is flanked on the left by range and on the right by navigation and mileage figures. This eliminates unnecessary visual clutter, allowing the driver to focus on the thrill of driving.

The center touch screen flows down to an aluminum support, which evokes a fighter jet's nose with the landing gear down. The exterior surface waterfalls down into the interior to meet the reinforced console, connecting the front and rear of the car.

The centrally located start button is also inspired by a jet aircraft. When the button is pressed, the column-mounted retractable meter cluster rises like a jet fighter canopy and "Interactive Projection" appears on the white surface.

Retractable rearview cameras, which replace traditional rearview mirrors, extend from the side glass electrically. In city driving, the forward-facing camera operates in conjunction with GPS to overlay navigation information with real-time video.

Fuel-Efficient, High-Performance Propulsion System. The Miray features a

concept "mid-electric" propulsion system, located primarily behind and beneath the driver, that maximizes performance and fuel efficiency.

"Many of the components in the Miray's propulsion system are a logical extension of GM's current technology portfolio," said Uwe Grebe, executive director for GM Powertrain Advanced Engineering. "The concept shows the potential for reconfiguring, rescaling and extending today's propulsion technologies."

The Miray is propelled by two front-mounted 15-kW electric motors for quick acceleration and zero emissions in urban driving. The motors are powered by a 1.6-kWh lithium-ion battery that is charged through regenerative braking energy. The Miray has the capability of being switched from front-wheel drive to rear-wheel drive.

For performance driving, the Miray's 1.5-liter four-cylinder turbocharged engine combines with the electric motors, providing spirited torque control to both the left and right wheels as needed. The high-tech engine, mounted behind the cockpit, drives the rear wheels while seamlessly integrating electrification technology that defines a new standard in the compact roadster segment.



A dual-clutch transmission (DCT) enables a reduction in the powertrain's size by eliminating the torque converter. Shifts are quick and firm. The shift pattern has been tuned for improved top speed in performance mode. A start-stop system works in conjunction with the DCT.

"The propulsion concept fits perfectly with the rest of the vehicle, delivering big performance in a small footprint, on the road and in the environment," said Arcamone. "By combining GM propulsion technology and visionary design, the Miray points to the future of Chevrolets around the globe – expressive, youthful and entertaining."

Source: http://media.gm.com/content/media/intl/en/chevrolet/vehicles/mirayconcept/2009.detail.html/content/Pages/news/intl/en/2011/CHEVROLET/03_31_GM_introduces_chevrolet_mi_ray_roadster_concept

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, October 26, 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



Saturday & Sunday, October 22-23, 2011 :::: Fall Foliage Overnight Corvair Cruise.

Sponsored by the Central Pennsylvania Corvair Club. Travel up Rt 322 to Clearfield with stops at the Pa. Military Museum then on to the Grice Car Museum. Depart Sunday morning for a trip through the mountains of Clinton County and a stop at Hyner Lookout near Renovo, Pa. We will be staying at the Super 8 motel in Clearfield. Phone # 814-768-7580 for reservations. Rooms are filling up fast as this is the peak season for Fall foliage viewing. Please contact Dave Steigauf at davescorsa@verizon.com if you plan on attending.

Sunday, October 23, 2011 :: International Car Show & Oktoberfest at Skippack.

Time: 11am – 5pm. Place: Skippack Village. Activities include: car corral, car rally, junior auto show, and German food and beer, moonbounce, cartoon character, face painting for the kids, vendors, prizes and much more! (Rain Date 10/30/2011).

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

Sunday, November 6, 2011 :::: 21st Annual Fall Roll-Out Car Show at Riegelsville.

Arrive very early to get in to this big local show, which displays more than 500 classic cars of all kinds, with more than 80 car vendors. Cars 1991 and older. (Another 100 cars line the street outside the park ...) It's the last big event of the season. Dash plaques to first 475 cars. Trophies in several categories. Music by D.J. Chopper. Pancake and egg breakfast served next door at the Masonic Lodge beginning at 6 a.m. Raffle will be held for trip for two to Barrett-Jackson Collector Car Auction... Field opens: 8 a.m. RAIN or SHINE: Yes. Registration: NO REGISTRATION FEE (Donations appreciated). Spectator Admission: \$4 donation per person, children under 12 free. Vendor information: \$25 for a 20x30 space. Proceeds Benefit: Charitable organizations. Directions: Riegelsville Borough Park, Route 611 south of Easton, Pa. Email: info@riegelsvillekiwanis.com. Phone: 610 847-0801. Sunday, November 6, 2011, 9:00 AM – 3:00 PM. Route 611, Riegelsville, Pa. For car vendor pre-registration, call Sherri at (908) 995-4816. Hosted by: Kiwanis Club of Riegelsville. Club/Event Website: <http://riegelsvillekiwanis.org/carshow.pdf>

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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