



the fifth wheel

APRIL 2012

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Inside this issue

*Corvair Invasion:
2012 Mitty Challenge* Pg. 1

*LVCC March
Meeting Gossip* Pg. 3

*Shoulder Belts and
Harnesses* Pg. 4

*CORSA Convention
Update* Pg. 6

*List of Corvairs for the
2012 Mitty Challenge* Pg. 6

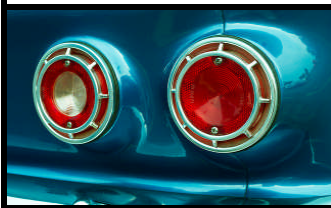
*LVCC Classified
Ads* Pg. 7

*Come to Our Next
Meeting : March 28!* Pg. 7

*LVCC Merchandise
For Sale* Pg. 7

*LVCC Calendar
Of Events* Pg. 8

*LVCC Club Officer
Contact Info* Pg. 8



CORVAIR INVASION ***14 Corvairs Enter 2012 Mitty Challenge***

Right now, fourteen guys are prepping their Corvairs for the Walter Mitty Challenge races to be held later this month at the Road Atlanta race course in Georgia. This annual event, conducted by the Historic Sportscar Racing Association (HSR), and sponsored by Mazda, has an entry list of over 300 cars, ranging from Alfas to Vipers, and Yenko Stingers, too.

History.

Way back in 1978, a group of amateur road racing enthusiasts rented the Road Atlanta track to have some fun with their older track cars. It was a new formula and an instant success. And it was named the Walter Mitty Challenge after the short story authored by James Thurber.

Originally published in 1939, "The Secret Life of Walter Mitty" centers on a quiet man with vivid day-

(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 editor, 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.

dreams in which he is far more dashing than in his day-to-day life. In the 1947 film adaptation, Mitty, played by Danny Kaye, fantasizes about being a race car driver.

And so, every Spring, classic sports car and racing enthusiasts gather in the hilly country near Atlanta, Georgia, to celebrate the full spectrum of historical and contemporary motorsports. This year's Mitty will be held on a four-day weekend beginning April 26 and ending April 29. It is the oldest and largest historic racing car event on the East Coast.

What's It All About?

HSR conducts fast-paced, wheel-to-wheel racing events. To keep competition close, cars are generally grouped according to age and engine size. The groups range from the heart-pumping GTP/Group C Series featuring GTP prototypes to the Louis Chevrolet Endurance Challenge, which includes historic production and prototype sports cars.

Unlike events held by other racing organizations, fans can stroll through the paddock to view the cars and talk with the drivers. Often, racing legends are on hand driving cars they previously raced.

This Year.

This year's running of the Mitty will bring together cars ranging from 1950s classics to current models. Entrants include IMSA Camel GT, SCCA Trans-Am, Can-Am, Formula One, CART NASCAR Winston Cup cars, and yes, Corvairs.

The Mitty will also include off-track activities: car corrals for different makes, after-hours parties and events, car club gatherings and more.

The festivities begin on Thursday, April 26, with on-site registration, tech inspection, track orientation, and drivers meetings. The cars get out on the track the very next day, on Friday, for

group practice sessions. Qualifying sessions begin on Saturday morning and the feature races will be start Saturday afternoon. Then, on Sunday, it's rise and shine for more feature races, a one-hour enduro race, motorcycle racing and finally, parade laps.

The focus of the 2012 Mitty will be a British extravaganza and a celebration of all British marques, with special attention given to the ageless rivalry between Triumph and MG. Clubs representing these two marques will compete for best turnout in our Club Corrals in the infield, and the winning marque will receive special recognition in Clas-

sic Motorsports magazine. The single club with the most cars in their car corral will receive a special award.

However, the Corvair contingent has been growing, gaining media attention, and dare we say it, admiration from drivers of competing cars. Last year, Yenko Stinger racing legend James J. Reeve Jr. returned to racing after a 25 year absence, driving Jeff Moore's Yenko Stinger #YS095. Back in the old days, Jim was a privateer who ran a Yenko Stinger in the SCCA D Production races. Jim and his Yenko were a thorn in the side of the Triumph and Datsun factory teams and nearly won



Mitty 2011: Mike Levine chasing down some Mustangs in his mid-engine V-8 Corvair. Photo by Janet Norris.



Mitty 2011: James Reeve, Jr. in Jeff Moore's classic Yenko Stinger YS095. Photo by John Blakely Photography.

the D Production runoffs in 1977, racing against Paul Newman, the famous actor. And several other Corvair racers ran the Mitty last year, namely Warren Leveque, Mike Levine, Rick Norris, and Spence Shepard, all of whom are well known to the members of CORSA.

This year, this same group is returning with an additional nine Corvair drivers. All fourteen have signed up to run in the feature races, and several have signed up for the enduro as well. (See the full list of all fourteen drivers on Page 6 of this newsletter). It's going to be great!

MARCH MEETING GOSSIP

LVCC President Bill Remaly chaired our March meeting. Attendees included Dennis Stamm, Dick Weidner, Keith Koehler, Scott Oberholtzer, Fred Scherzer, Wayne Troexell, Joe Turner, Dennis Weaver, and Allan Lacki.

Old Business: Secretary / Treasurer Dick Weidner read the minutes from the prior meeting and presented the clubs treasury report. LVCC currently has \$1,431.08 in its checking account. The minutes and treasury report were accepted by the attendees without any changes.

Dick also announced that the club has two new members: Curt Stone of Danville, PA and Joe Lynch of Fleetwood, PA. (A hearty welcome to Curt and Joe!)

Dennis Stamm gave an update on the club's plan to tour the "3 Dog Garage", a car museum and restoration shop located in nearby Boyertown, Pennsylvania. Dennis is in contact with the owner of the museum, who agreed to include LVCC in the next tour of the premises. The 3 Dog Garage is a private collection and entry is by invitation only.

In new business, Dennis Weaver informed the group that our fellow member, Randy Kohler, lost his father this week. Condolences are in order. It



***Mitty 2011: Rick Norris in his beautifully-prepared Stinger clone.
Photo by John Blakely Photography.***



***Here are the Corvairs in the paddock at last year's Mitty Challenge.
This year, the group will be twice as large! Photo by Janet Norris.***

was agreed we will resume plans for a tech session with Randy at a later date.

Dennis Stamm told the group that a 1961 Corvair Lakewood wagon is for sale in Oley, PA. The owner is asking \$2,000, but may be open to negotiation. Aside from some rust in the rocker panels, the body appears to be OK.

For show-and-tell, Dick passed around an album filled with his collection of rare Corvair post cards. He explained that, back in the early 1960s, Chevy dealer salesmen would mail them out to prospective customers. The post cards were printed up especially for the Chevrolet Motor Division of GM and have top-notch photos and art work

(Continued from page 3)
showing Corvairs at their best.

Dick continues to be the club's long-distance ambassador. He had just returned from the Corvair Lovers Holiday event in Pensacola, Florida, where he won the long distance driving award in his 1964 Monza coupe: 1,088 miles. Dick's next sojourn is the Corvair Springfest in Helen, Georgia. We wish him all the best as he travels around the USA in his Chevrolet Corvair!

SHOULDER HARNESES?

Even if you have no intention of ever driving your Corvair on the track, you may want to consider installing a shoulder harness anyway, just for safety's sake.

Here are some thoughts on how to contend with this project without butchering your Corvair. This article is not meant to be a technical specification, but simply a starting place for your research.

Do Your Research!

Before you proceed to purchase and install a shoulder harness system, we recommend that you do a bit of reading to gain some knowledge about the issues.

Most Corvairs already have lap belts. Mounting the shoulder strap is the real issue. Where should you anchor the shoulder belts in a car that has no factory anchor points?

It's not just a matter of finding a solid place in the body to anchor the shoulder strap. There are other considerations, too.

We can learn a lot from the various racing organizations that dictate specific rules for shoulder harness installation. A sampling of the various rules follows:

From the Detroit Council of Sports Car



Corvair Post Cards, by Chevrolet. Shown above is the front-side of one of the many kinds of Corvair post cards printed by Chevrolet for its dealers. This is a 1965 Corvair Monza Sport Sedan.

Clubs:

Shoulder belt mounts must be located so that the belt leaves the top of the shoulder at an angle of not more than 25 degrees below the horizontal (horizontal or higher is preferred). A low mount will generate compressive forces in the spine during impact, which could cause injuries. Where shoulder harnesses are mounted to a roll bar, the mount should be designed to minimize the likelihood of cutting the belt during a rollover.

All harnesses must be located on either a factory stock mounting location or to a secure mount in the frame, body or roll bar/cage structure. Mounts to sheet metal must be suitably reinforced to prevent pullout.

From the BMW CCA Club:

5 or 6 point 3" competition harness (with 2" sub belt), no more than five years old and meeting SFI-16.1 standards, properly mounted, are required. Harness cannot be mounted to the seat or seat rail. Mounting must be to the chassis backed by large diameter washers or to the roll bar. No two harness straps can be attached to a single mounting bolt. No Y-type shoulder har-

nesses are allowed. The angle of the shoulder harness cannot be above nor exceed 40 degrees below the horizontal plane of the shoulders.

Modifications to or replacement of the driver's seat may be necessary to meet this requirement. If the height or width of the seat back prevents the shoulder harness straps from remaining securely on the shoulders in all situations, the seat must be modified to remedy this condition.

From the Big Bend Open Road Race:

1. If a sternum belt system is used the lap belt must be placed in the proper position at the pelvis and the anti-submarine belt must be used to keep the lap belt down and in the proper position.

a. The use of large "buckles" for the sternum belt is not recommended.

2. Mounting points must be at, or on, the roll cage, frame member or body panel.

a. The recommended shoulder belt mounting point height is no more than 2" (+/-) of the driver's shoulder when

(Continued on page 5)

seated in a driving position.

b. Shoulder harness should be attached to the horizontal brace of the roll bar whenever possible.

c. The harnesses should be mounted in such a way so as not to cause undue spinal compression.

d. If mounted to the body panel, adequate spreader plates or large spreader washers should be used.

As you can see, the sanctioning bodies have different rules on the location of shoulder harness anchors, but all of them are consistent with the following general warnings.

General Warnings.

1. Stay away from 4-point harnesses. They will ride up over your pelvis and onto your lower abdomen during a frontal impact and can crush your colon and lower intestines. There's a reason why ALL major club racing organizations (PCA, SCCA, NASA) don't allow 4 point harnesses: They aren't very safe.

2. If you choose to retain your car's original factory seats, then choose a factory-style 3-point harness. As noted above, 4-point harnesses should be avoided. Also, 5 or 6-point harnesses won't work with stock factory seats because it is not possible to anchor the anti-submarine straps in the proper locations. So, if you have original factory seats, you're best bet is a 3-point harness. Please be aware that some racing organizations require 5 or 6-point harnesses, so if you expect to do some serious racing, then read on.

3. If you have a racing seat with slots for anti-submarine straps, then you can use a 5 or 6-point racing harness. But beware: if you flip your car, a 5 or 6-point harness will keep your body erect, and unless your car is equipped with a roll bar or roll cage, your skull and spinal column may bear all the force of the roof as it crushes down around you. So think about this carefully. If you ex-

pect to do serious racing, then go for a roll bar or roll cage, and if you have passengers in your car, make sure all of them are harnessed in-place to keep them from cracking their heads on the roll cage bars!

4. Some factory seats have head rests that can be adjusted for height, and often each headrest is mounted on not one but two vertical struts. Running shoulder harness straps in between the struts to keep it them place will cause them to tighten around your neck. In a frontal impact this could strangle you.

5. Choose your shoulder strap anchor points carefully. For example, the span between your the top of your shoulder and the rear anchor point should be horizontal, or nearly so, when you are buckled down. If the rear anchor point is lower than your shoulder, the strap will pull down on your shoulder and crush your spine in a hard frontal impact. Remember: harnesses are intended to place the major amount of impact and g-forces across the top of your pelvis and ribcage.

How Corvair Guys Anchor Shoulder Belts for NECC Time Trials:

Here are some observations of how Corvair owners mount their shoulder belts for the NECC time trials.

Alternative 1.

Here is the technique used by almost all of the COMP class Corvair guys: Install a secure roll bar in the interior. Weld in a cross brace for the shoulder harness. Anchor the shoulder belts to the cross brace. If you want to run a convertible Corvair on the track, then this is your best alternative because roll bars are required for convertibles.

Alternative 2.

Here is a technique used by some of the Corvair guys who run in the lower classes: Anchor the shoulder belts to the rear firewall, right below the rear window. (Corvairs have the engine in the rear, so the firewall is at the BACK of the interior!)

To do this in a stock Corvair, you would need to cut up or remove the cardboard panel behind the rear seat,



A company named Morris Classic Concepts offers this retractable 3-point safety harness for 1967-1969 Camaros. Would this kit fit a Corvair?

(Continued from page 5)

but Clark Corvair Parts (and other Corvair vendors) will be happy to sell you a replacement cardboard panel if you decide to remove the harnesses at a later date.

Furthermore, the firewall will need to be reinforced at the anchor points. Some harness manufacturers offer hardware for anchors. You should never anchor any body restraint belt to sheet metal without sufficient reinforcement.

Alternative 3.

This technique only applies to Corvairs built from mid-year 1966 to 1969: Beginning early during calendar year 1966, Corvairs were equipped with shoulder belt anchors, irrespective of whether they were actually equipped with the belts. The factory-drilled anchor points are located in the roof of the car, behind the front seats, underneath the headliner. To get at the mounting holes, you need to peel back the headliner, which may be a major heartache for guys who want to keep their Corvairs all-original. Also, the factory shoulder harnesses are uncomfortable because they cut across the

neck, but they should pass NECC tech inspection just fine. Beware! Pre-'66 Corvairs were not equipped from the factory with anchor points for shoulder belts.

Alternative 4.

You can anchor the shoulder harness belts to the factory rear seat mounting holes, located in the floor, behind the bottom cushion of the rear seat.

If your Corvair has a fold-down rear seat, (like so many Corvairs do), you can gain a better angle of attack by routing the straps over the rear seat with the rear seat in the folded-down position. Note that this will improve the angle of attack, but it will not improve it to the extent required by many racing organizations.

It helps to have a Corvair that is already equipped with rear seat belt anchors, pre-drilled and tapped by the factory. Pre-'65 Corvairs probably don't have factory anchor points for rear seat belts. An owner of an older Corvair would have to drill his own and then reinforce the holes with bar stock or very large washers. We repeat: You should never anchor any body restraint belt to

sheet metal without sufficient reinforcement.

The Always Necessary Disclaimer.

Neither LVCC nor NECC make any warranty or representation as to the accuracy of information provided in this article or the ability of shoulder harnesses in general to protect against serious injury or death. But it makes practical sense that a properly installed shoulder harness should be safer than no harness at all.

2012 CONVENTION UPDATE

Registration for the 2012 CORSA Convention is now open. If you don't mind registering by US Postal mail, you can fill in the form posted on the jacket of your CORSA Communique. Online registration will be offered soon; possibly by the time you read this article.

<http://www.corvair.org/chapters/necc/>

CORVAIR INVASION! CORVAIRS REGISTERED FOR THE 2012 WALTER MITTY CHALLENGE. SEE OUR FEATURED ARTICLE BEGINNING ON PAGE 1!

Driver Name	Car #	Car	Color	Displacement	Class	Group	Enduro
Eddie Meadows	62	66 Yenko	Stinger White	2767	2HS	2	
Dave Edsinger	18	66 Yenko	Stinger White/Blue	2700	2H	2	X
Michael LeVeque	23	66 Yenko	Stinger White/Blue	2700	2HS	2	X
Robert Coffin	31	66 Yenko	Stinger Red/White	2700	2HS	2	
Bob Storck	35	65 Yenko	Stinger White/Blue	2710	2H	2	
Norman Latulippe	41	66 Yenko	Stinger White/Blue	2714	2H	2	
Curtis Wood	46	66 Yenko	Stinger White/Blue	2689	2H	2	
Warren LeVeque	93	66 Yenko	Stinger Red	2725	2HS	2	X
Al Wicht	3	66 Corvair	Stinger White/Red	2700	2HS	2	
David Clemens	24	66 Corvair	Blue		2H	2	
Rick Norris	36	65 Corvair	Blue/Yellow	2700	2H	2	X
Spencer Shepard	66	66 Corvair	White/Blue	2700	2HS	2	
Mike Levine	4	65 Corvair	Crown V8 Blue	6276	5X	5	
James Reeve, Jr.	51	66 Yenko	Stinger Blue	2700	2HS	2	X

LVCC Classified Ads!

WANTED: 2 bucket seats & 1 rear seat for 1965 Corvair Convertible. White upholstery preferred, but general condition is important. Contact Joe Turner. Home phone: 610-285-2006. Cell phone: 973-722-5714. Email: jptc at ptd dot net

WANTED: Early Corvair Front Bumper. Looking for a front bumper for a daily-driver Corvair. It should be straight and in reasonably good condition, but show-chrome is not necessary, and a few minor dings are OK. If you have one for sale, please call. Dennis Stamm, Mohrsville. (610) 926-4723. Email dmstamm at comcast dot com

FOR SALE: Assorted Corvair Parts. Hi. My name is Broome Spiro and I live in Schodack NY. I am cleaning out my barns and I ran across a ton of Corvair parts. They appear to be from 500 700 and 900 models and some emblems say "Monza". A VERY partial list includes two windshields, 5 hoods, 2 sets of quarter panes, a front axle, 2 steering mechanisms, lots and lots of trim, 5 steering wheels, hubcaps, emblems, an engine, 5 or six speedometers and instrument units, radios, ash trays a roll of roof cloth etc. They have been in the barn about 15 years and I am looking to sell or trade. I am not a Corvair person. I have a 37 and 39 Buick. If any of your members are interested I can be reached at 518 249 8972. Broomesbarn at yahoo dot com Thank you. Broome Spiro.

Editor's Note: Schodack, NY is located near Albany, NY, which is a long ride from LVCC country. But perhaps one of our neighboring Corvair clubs in the Northeast would be willing to scout out the assortment of parts being offered by Mr. Spiro.

FOR SALE: Generac WheelHouse Portable Generator. Rated 5550 watts / 8550 surge, Briggs & Stratton engine with low oil shut down, removable gas tank, 4 -120 volt outlets 1 -240 volt outlet, like new condition, Used for 2011 Tropical Storm Irene & the October snow storm. Asking \$500. Dave Cavagnaro, djcav at ptd dot net

FOR SALE: Two late model windshields (1965-69, all models). One is a nice used tinted & shaded windshield, the other is a NEW tinted windshield. I sold my late model Corvair in 2010, so I no longer need to keep these. The used one is \$75, the new one is \$200. You must pick up at my home in Hunterdon County, NJ. Bob Marlow, cell phone 201-444-1859, email Vairtec at comcast dot net

Next Membership Meeting: Wednesday, April 25, 2012

Come to our next club meeting, scheduled for Wednesday, April 25, 2012 at the LANTA center in Allentown. Time 7:30 PM. Place: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Enter the LANTA Center gate, park in the office parking lot, and proceed upstairs. Bring a guest and your Corvair.

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

LVCC Calendar of Events!



Wednesday, April 25, 2012 :::: LVCC Membership Meeting.

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. Bring a guest!

Wednesday to Sunday, April 25-29, 2012 :::: Spring Carlisle Collector Car Swap Meet & Corral.

Explore 150 acres and 8,100 vending spaces at one of the largest automotive swap meets in the world. Gate Times: Wednesday through Saturday: 7am - 6pm. Sunday: 7am-3pm. Website: <http://www.carlisleevents.com/events/spring-carlisle/>

Saturday, 04/28/2012 :::: 5th Annual Antique & Classic Car Show, Douglasville, PA.

Boy Scout Troop 597's 5th Annual Antique & Classic Car Show & Carnival on Saturday, April 28, 2012 from 9 a.m. - 3 p.m. (Rain Date April 29th from 11:30-5 - no refunds) at the Daniel Boone Middle School, 1845 Weavertown Road, Douglasville, PA 19518. Car entries \$12 pre-registered, \$15 day of show (dash plaques for first 100) Trophies awarded by People's Choice in 9 separate categories as well as Overall "Best in Show" and Overall "Scout's Choice". All entree forms and additional information at www.troop597.org. Any questions e-mail info@troop597.org or call 610-404-4922.

Sunday, May 6, 2012 :::: Open House at the Corvair Ranch.

Jeff Stonesifer is hosting the annual Open House at the Corvair Ranch near Gettysburg, PA. The date is Sunday, May 6, 9 AM until "whenever," rain or shine. The Corvair Ranch is located at 1079 Bon-Ox Road, Gettysburg, PA 17325.

Sunday, May 20, 2012 :::: Wind Gap Car Show.

One day car show with 500+ cars, 3000 to 4000 spectators in one day (Weather permitting). Event also includes a flea market, vendors of crafts, automotive goods and other items, food, music, games and more. Gates open at 8:30 a.m., and Closing Ceremonies will begin at 2:30 p.m. Contact Tony Borger at 610-704-6586 or "coachtb @ frontiernet.net".

Saturday, June 2, 2012 :::: Hanover Township Community Center Car Show.

Time: 9 AM to 3 PM. Location: Hanover Township Community Center, 3660 Jacksonville Road, Bethlehem, PA 18017. All makes and models welcome. Arrive together, park together. Entry fee is \$10 if you pre-register before May 1. Entry fee is \$15 if you register after May 1. Prizes for best exterior, interior, audio, antique, hot rod, muscle car, tuner car, and motorcycle. DJ, food, 50/50, door prizes. For more information, call (610) 317-8701.

Friday, July 20, 2012 :::: St. Philip Neri Church 10th Annual Car Show.

Place: St. Philip Neri Church grounds at 1325 Klinerd Road, Pennsburg, PA. Time: 6 PM to 10 PM, rain or shine. Registration begins at 5 PM. Food, door prizes, live music, people's choice awards. Contact Shirley Misiak at (215) 679-9275 (10 am-3pm) or Peter Frank at (215) 679-6942. Pre-register by June 30, 2012 for \$10.00. Day of Show \$12.00.

Wednesday to Saturday, July 25-July 28 2012 :::: 2012 CORSA Convention.

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 the convention website for details: <http://www.corvair.org/chapters/necc/convention>

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