



the fifth wheel

MAY 2012

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

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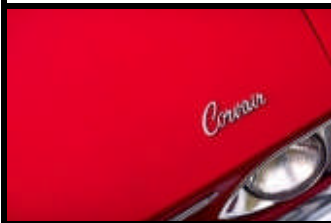
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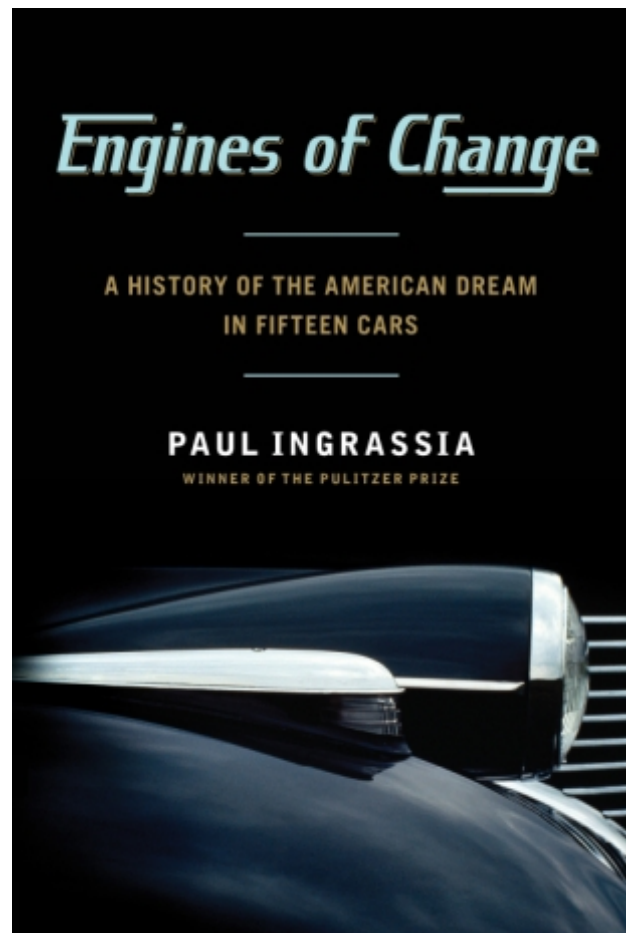
Corvair, Ralph Nader, and the Presidential Election of Year 2000

Paul Ingrassia is no ordinary automotive author. He is deputy editor-in-chief of Reuters and a Pulitzer Prize-winning author. Just a few days ago, on May 1, 2012, Simon & Schuster published another one of Paul's books, "Engines of Change: A History of the American Dream in Fifteen Cars." It is a sweeping cultural history that explores how cars have both propelled and reflected the American experience, from the Model T to the Prius. And in this book, Paul had something to say about Corvairs:

In the ultra-close presidential election of 2000, when George W. Bush squeaked by Vice President Al Gore, an automobile perhaps played a decisive role-though the car in question had been out of production for 31 years. It was the ill-fated Chevrolet Corvair.

The Corvair, one of Detroit's first compact cars, was a radically different design. It had a rear-mounted

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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 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.

air-cooled engine like the Volkswagen Beetle. This eliminated the need for a radiator and a heavy drive shaft, producing substantial weight savings. It got 29 miles a gallon - more than double most cars in the 1960s.

But the concentration of rear-end weight gave the Corvair, which was much longer than the Beetle, a tendency to spin out around curves, even in good weather. In 1965, a young Washington lawyer described the Corvair's design defect in damning terms in his book "Unsafe at Any Speed." The lawyer's name was Ralph Nader.

Nader was a nobody when the book was published, and the book was going nowhere. But then it came out that General Motors had hired private detectives to spy on Nader, and they had used some unsavory tactics.

Congress called hearings, which were televised. The president of GM publicly apologized to Nader. Ironically, Nader missed the apology because he didn't own a car and couldn't hail a cab that morning.

The resulting furor made "Unsafe at Any Speed" a best-seller - and made Nader a celebrity. Corvair sales plunged, and GM finally killed the car in 1969, nine years after it first appeared.

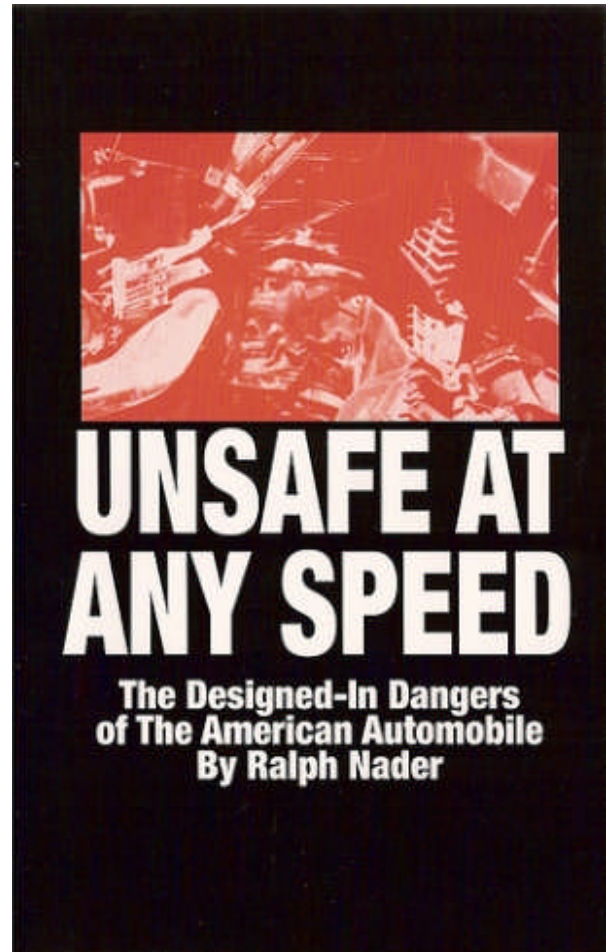
When Nader ran for president as an independent in 2000, nobody knew how

close the election would be. After two months of controversy, the Supreme Court decided that Bush won in Florida - by fewer than 2,000 votes. It put him over the top.

Nader got 95,000 votes in Florida. Had he not been on the ballot, a significant majority of those votes would certainly have gone to Gore. So if not for the Corvair and the fame that it brought him, Nader wouldn't have even been on the Florida ballot.

Thus it can safely be said, at any speed, that the Chevy Corvair's legacy helped make Bush president.

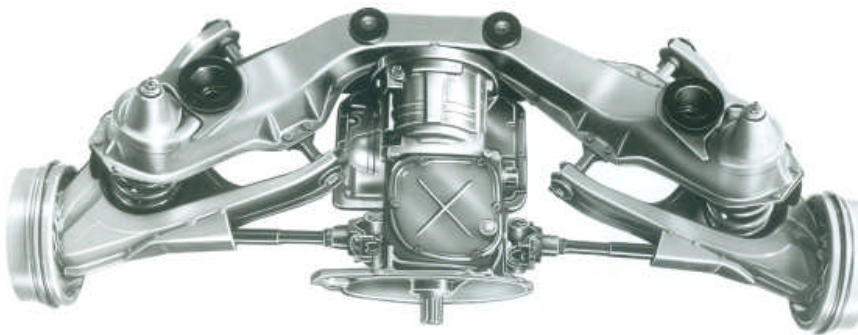
There is no point in pondering whether or not the United States would have been better off had Gore won the election of 2000. But there is no doubt that the eight-year Presidency of George W. Bush was profound. And Ralph Nader is not pleased that Paul Ingrassia has had the temerity to suggest that his attack on the Corvair, so many years ago, gave Bush the power to change America in ways that are antithetical to his own political agenda.



On May 10, 2012, Ralph Nader responded to Paul Ingrassia's book in a scathing editorial posted on the Reuter's blog site. His posting is titled, "Halting the Corvair Made America Safer", and in it, he wrote:

The causal stretch by Paul Ingrassia over three decades and millions of intervening human events leads him to conclude that "decades after its demise, in the election of 2000, the Corvair's legacy improbably helped to put George W. Bush in the White House."

Egads! – as the British say. His other-worldly trek through American history reminds me of Edward Lorenz's "butterfly effect," in which the trail of a tornado is traced all the way back to the flapping of a butterfly's wings thousands of miles distant. It is one thing to lament the deadly, dancing design of the Corvair until the 1965 model, when the stabilizing, dual-link suspension



Protagonist: The Corvair Quadri-Flex swing axle rear suspension.

system was finally installed; it is quite another to burden this automotive offspring of GM's Ed Cole with the lawless, corporatist, war-starting, anti-democratic Bush regime selected by five Supreme Court justices-turned-Republican politicians in their 5-4 dictate of *Bush v. Gore*.

The Corvair was an attractive but lethal car. The government-sponsored taskforce, under President Richard Nixon, shaped by a former GM man, could not whitewash the Corvair's role in the avoidable deaths and injuries of so many unsuspecting motorists. The novel Corvair, with its air-cooled rear engine was widely disliked by auto dealers, but for the wrong reasons. As the famous John DeLorean (former GM vice-president and author of *On a Clear Day You Can See General Motors*) related, inside the company it was common knowledge that on certain turns the Corvair became unstable. This loss of control even led to the deaths of some children of GM executives. GM also designed the leading edge of the steering mechanism just two inches from the surface of the front tire, thereby exposing the driver to the rearward displacement of the steering column, especially in a left-front collision. Moreover, as GM admitted in a belated public recall, Corvairs emitted a risky amount of odorless carbon monoxide from their heater exchange system during cold weather.

The tragic saga of the Corvair and its victims did, as Ingrassia points out, produce consequences, but only as part of broader revelations regarding the industry suppression of long-known safety devices now taken for granted by car owners.

It is not surprising that Nader had nothing good to say about Corvairs. But who is right about the Corvair's impact on the Presidential Election of 2000? Paul Ingrassia or Ralph Nader? One commenter wrote:

In the final count Florida was won by Bush by 537 votes (sidestepping the egregious 5-4 Supreme Court decision

for the moment). Nader won 97,488 votes. According to a study by UCLA, if Nader had withdrawn, 60% of his voters would have voted for Gore. That's 58,493 votes. Now subtract the maximum theoretical number of Nader voters who might have voted for Bush, 40% or 38,995, and the difference for Gore equals 19,498 votes. A shift of this magnitude would have changed the recount drama sufficiently to avoid the necessity of an appeal to the Supreme Court. Thus, Florida, and the rest of the US, would have elected Gore instead of Bush.

If not for the Corvair...

Sources: <http://blogs.reuters.com/great-debate/tag/ralph-nader>

http://www.politico.com/news/stories/0512/76048_Page2.html

AN INTERVIEW WITH CARL THELIN.

by Allan Lacki

Among other things, Ralph Nader wrote, "John DeLorean (former GM vice-president and author of *On a Clear Day You Can See General Motors*) related, inside the company it was common knowledge that on certain turns the Corvair became unstable." Is this really true?

Carl Thelin is a former General Motors engineer who went on to become an expert witness in the field of automotive safety. Beginning in 1955, Carl began his career with the Structure and Suspension (S&S chassis design) Department of the Engineering Staff at the GM Tech Center in Warren Michigan. He led a staff of 30 designers and was deeply involved in engineering for the XP-784 project, which eventually became the Oldsmobile Toronado.

Then, in September 1965, Carl transferred to Frank Winchell's Research and Development (R&D) Department in the Chevrolet Division Engineering complex on the East side of the Tech Center. Among other things, R&D

provided assistance to the GM legal staff in preparing evidence for the defense of the design of the Corvair. Carl became part of a special Product Analysis Group that was established to concentrate on this effort. It was a Chevy "skunk works" sort of thing, which eventually became a corporate activity.

As a matter of conscience, Carl left General Motors in 1967, and after a stint with Uniroyal Tire Company, joined Cornell Aeronautical Laboratories in 1969, where he designed, built and supervised Cornell's car-crash test facility. Next, in 1972, he went to work for Consumers Union where he expanded his knowledge of automotive safety by testing cars, and child restraint devices.

Having earned a reputation as an expert in his field, Carl capped his career by working over 25 years as a crash scene investigator. He became Vice President of WTS, Inc., a forensic services firm in Indianapolis, Indiana founded by Jack Wolf, Ph.D. Many of his cases involved multi-million dollar claims for victims who suffered permanent paraplegic and quadriplegic injuries as well as brain damage. And his interest in this area began with the Corvair.

Carl Thelin retired in December 1994, but he maintains a blog at <http://cxsi.blogspot.com/>. And there, Carl writes:

I, like many GM engineers, knew of the peculiarities of the handling of the Chevrolet Corvair that made it dangerous. It did not take long for engineers to realize that the Corvair, like the VW, the Renault Dauphine, and the Fiat 600, was a poor handling car. Many of us learned of this during the engineering development before the car sales began.

The combination of rear weight (mass) bias and the swing axle rear suspension made for rapid onset of oversteer in sharp turns, with a great risk of overturning. As early as 1957, Corvair handling peculiarities caused crashes

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that hurt people testing Corvair prototypes at the GM Proving Grounds. Letters written by test drivers, PG engineers and lower level managers suggested that the company should hold off until that handling problem was eliminated. Nevertheless, no one was willing to offend Ed Cole by saying that Chevy should not put that car on the market in the fall of 1959.

I was at the Structure and Suspension (SS) Department of the Engineering Staff, in 1957, when our people also condemned the design with its rear engine and swing axle independent rear suspension. The SS department recommended using a genuinely independent rear suspension modeled on the one used on the 1963 Corvette Stingray. Of course, it was too expensive – they said then. It was adopted for the 1965 model Corvair, too late to save its reputation.

Carl's recollections are consistent with some of the claims presented by John DeLorean in "On a Clear Day You Can See General Motors." And for this reason, I reached out to Carl to seek more insight on how this came to be. Here are answers Carl provided to the questions I posed to him:

Question: What was the name of the department at GM that developed the Corvair in the late 1950s? Was it simply the Chevrolet Engineering Department? Or was it a separate dedicated engineering group that worked full-time on the Corvair project?

Answer: My guess is that the R&D department under Frank Winchell started the ball rolling. After that, the project was treated normally. In other words, it was managed by the Chevrolet Division of GM.

Question: What was your role at General Motors at that time?

Answer: From 1955 until September 1965, I was employed by General Motors in the Structure and Suspension (S&S chassis design) group.

Question: What role did the Structure and Suspension Department play in the development of the Corvair suspension?

Answer: The S&S Department was designed to referee disputes among the divisions and the "Corp" downtown. We were made aware of the Chevy and Pontiac plans for independent rear suspensions based on the semi swing axle. We condemned them and offered the Corvette fully-independent arrangement or a De Dion set up, which would keep the wheels perpendicular to the ground.



Question: Did the Structure and Suspension Department develop or propose alternatives or improvements to the Corvair's "Quadriflex" swing-axle suspension?

Answer: Yes. S&S produced several varieties of independent rear suspensions as part of our ongoing belief that the best arrangement would take most of the drive line out of the unsprung weight. I recall that we advocated a De Dion suspension design. The De Dion is an arrangement for total camber control. What else we played with has slipped my mind. Roll resistance and roll axis height, front and rear, are always part of our analysis. That is not news.

Question: Did the Structure and Suspension Department fabricate any such rear suspension designs for testing?

Answer: Yes, of course, that is what we did.

Question: What was the relationship between the Structure and Suspension Department and the Corvair development group at that time?

Answer: I am not privy to the relations between my department head, Von Polhemus and Frank Winchell. My guess would be that there was some tension because none of us at S&S approved of the swing axle design, especially when combined with the rear weight bias.

Question: Was it necessary for the Corvair development group to obtain approval from any other group at GM (such as the Structure and Suspension Department) before the suspension design for the Corvair could be put in production?

Answer: Chevrolet would have had to make the business

case for the Corvair with corporate management downturn.

Question: Do you recall any details about the crashes that occurred at the GM Proving Grounds involving prototype Corvairs?

Answer: While at the Engineering staff, I like everyone, was very limited in my knowledge of what other programs were ongoing except as applied to my work. Thus news from the Chevy Division was not much better than what I could learn from Ford during SAE meeting. The Milford Proving Grounds is technically part of the GM Tech Center and was administered by the Engineering Staff, with separate buildings and facilities for each major division of GM. Even there, knowledge was on a "need to know" basis. During that time, some of us heard rumors of injuries at the Proving Ground. There were several "kinds" of drivers there. Some were employed by the Engineering Staff and others were employed by the GM car divisions, such as Chevrolet. We also had general purpose drivers who put miles on test cars by running programmed loops. Some loops included high speed, rough roads or tight maneuvering. The drivers were general lightly trained guys fresh off the farm.

Question: What was your own opinion of the independent rear suspension on early Corvairs?

Answer: My opinion, reinforced by personal driving of my own purchased 1962 Corvair coupe, was that any reasonable trained, sober driver could handle the transition from understeer to spin-out oversteer – if the vehicle remained in paving, such as the skid pads. The danger, of course, is when on narrow roads winding through other terrain.

Question: It is often said that Ed Cole was the father of the Corvair and that he not only oversaw its development, but also personally lobbied for its approval by the General Motors Board of Directors. Yet, Ed Cole was still the head of Chevrolet in the autumn of 1960 when the Board of Directors approved production plans for the Chevy II. The Chevy II was the polar opposite of the Corvair. Did Ed Cole turn his back on the Corvair to become the "father of the Chevy II", or was the Chevy II the child of some other executive sponsor at GM? And if the latter, who was that sponsor?

Answer: I have no personal knowledge of those details. We believed that Mr. Cole thought of the Corvair as a poor

man's Porsche with a flat six. I think that he would have been better to take the advice to postpone the swing axle Corvair. Let the Falcon and Valiant have their day as 1960 models. With a push, the 1965 design could have been ready instead of the awful Chevy II, and the history of the Corvair would have been different.

MITTY RACING UPDATE

Last month, we wrote about the upcoming Walter Mitty Challenge vintage car races, which included a contingent of fifteen Corvairs. Well, the 2012 Mitty races are now in the history books. We thought you might like to read a little bit about them. The following is an excerpt of an article published by Speedfest Classic Motorsports and written by David Ferguson.

The Speedfest Mitty 2012 was held April 27-30 at the 2.54 mile, 12-turn Road Atlanta in Braselton, Georgia. A field of 336 entrants showed up to participate in the event, which is ably promoted by Classic Motorsports Magazine and sanctioned by HSR.

Corvair fans were treated to a feast, as no less than 15 Corvairs showed up and most were Yenko Stingers. They



Cornell Aeronautical Laboratory invented the first crash test dummy in 1948, the automotive seat belt in 1951, the first mobile field unit with Doppler weather radar for weather-tracking in 1956, the first accurate airborne simulation of another aircraft (the North American X-15) in 1960, the first successful demonstration of an automatic terrain-following radar system in 1964, the first use of a laser beam to successfully measure gas density in 1966, the first independent HYGES sled test facility to evaluate automotive restraint systems in 1967, the mytron, an instrument for research on neuromuscular behavior and disorders in 1969, and the prototype for the Federal Bureau of Investigation's fingerprint reading system in 1972. Based near Buffalo, NY, this independent testing lab now does business under the name "Calspan" and continues to perform safety testing today.

(Continued from page 5)
 were all sporting decals honoring Donna Mae Mims, who died recently and had worked for Don Yenke for many years. Of course, the decals were pink.

A lot goes on in a vintage car race. Some drivers are happy parading their lovely machines at speed. Some drivers are competing with the other cars in the race. Mike Levine brought his V-8 powered Corvair which races in Group 5. His clutch failed during practice, and he missed qualifying. He started the race at the back of the 41 car field. In seven laps he had caught up to James Kitzmiller's 1969 7-liter Corvette. They were nose to tail for that last lap, with Kitzmiller holding off Levine's last ditch effort coming off turn 12.

The other Corvairs accounted well for themselves, too! Here is how the Corvair drivers scored in the official races:

Group 2 Vintage Production - Feature Race 1 (8 laps). Curtis Wood placed 13th, Jim Schardt placed 15th, Bob Coffin placed 21st, Dave Clemens placed 22nd, Michael Leveque placed 23rd, Dave Edsinger placed 24th and Rick Norris placed 36th; Bob Storc placed 37th, Spence Shepard placed 38th, James Reeve Jr. placed 44th, and Norm Latulippe placed 46th, all out of a field of 54.

Group 2 Vintage Production - Feature Race 2 (7 laps). Jim Schardt placed 9th, Curtis Wood placed 11th, Dave Clemens placed 15th, Norm Latulippe placed 16th, Dave Edsinger placed 18th, Rick Norris placed 29th, Bob Storc placed 32nd, Spence Shepard placed 34th, and Michael Leveque placed 41st; all out of a field of 43.

Group 5 Classic GT - Feature Race 1 (8 laps). Mike Levine placed 26th out of field of 41 cars dominated by the likes of true racing cars, including a couple of Lola T-70s, McLaren's, a Ford GT40, a Porsche 904, and many other exotics.

Louis Chevrolet Classic GT Enduro (1 hour). Mike Levine placed 15th out of a field of 22 cars, again including some impressive exotics!

You may be wondering why the Corvairs didn't finish in 1st place, but all told, most of them ran the distance and did respectably well. And the camaraderie of the Corvair drivers is a story in an of itself. You'll likely hear more about it in the CORSA Communique!

APRIL LVCC MEETING

LVCC President Bill Remaly chaired our April meeting. Attendees included Keith Koehler, Larry Lewis, Jim Mc Nalley, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm, Joe and Timothy Turner, Dick Weidner, 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 \$1,423.18 in its checking account. The minutes and treasury report were accepted by the attendees without any changes.

Dick gave a report on his trip to the Corvair Springfest event in Helen, Georgia. This annual event is sponsored by Corvair Atlanta, Heart of Georgia Corvairs and Queen City Corvair Club. Activities included an autocross and swap meet, hospitality party, valve cover races,



Mitty 2012: Some scenes from Mitty 2012. Triumph was the featured car, but fifteen Corvairs arrived and joined the racing. Photos by David Ferguson.

Next Membership Meeting: Wednesday, May 23, 2012

Come to our next club meeting, scheduled for Wednesday, May 23, 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.

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concours show, people's choice car display, awards banquet, tech sessions and more.

Unfortunately, some of the activities were rained out this year, but Dick got to meet many friends over the three days, including former LVCC President Jerry Lopez and his wife Kathy. Dick also mentioned that the banquet cost only \$15 and consisted completely of home made food cooked by the club members.

Corvairs drove in from fourteen states. Dick was among the Corvair drivers (in his '64 Monza coupe) and won the long-distance award.

For show and tell, Dick circulated a number of Corvair-related books including several tech manuals and his prized copy of "Unsafe at Any Speed".

Bill Remaly reported that the Lehigh Valley Area Transit Authority is just about to begin a construction project on the premises where we hold our meetings. He will contact LANTA to see if this will have any impact on the availability of our meeting room. LVCC pays no fee for its use.

This prompted a discussion about LVCC history. Members recalled that LVCC used to meet at a Chevrolet dealer in Hellertown. Then we moved our meetings to the Whitehall Mall. Several meetings were also held at the old Brass Rail Restaurant on Lehigh



Street in Allentown. Finally, we settled down at our current meeting location in the LANTA bus complex. Dave Riddle was instrumental in arranging this for the club.

TECH TIP OF THE MONTH!

POR-15 rustproofing paint comes in a standard paint can. It's a wonderful product, but it's almost impossible to re-open the can after its first use because the paint fuses the lid to the body of the can! It becomes necessary to destroy the can to pop the lid back off!

Well, Dick Weidner has found a practical solution: Never open the lid! Instead, drill two holes in the lid and pour the POR-15 paint out of the can through the holes. Reseal the holes with sheet metal screws. Although the POR-15 will bond the screws to the lid after it dries, a good screw driver or nut driver will break the seal loose so you can use the remaining paint again some other day.

2012 CONVENTION UPDATE

CORSA members can register for the CORSA Convention one of three ways:

1. Pre-register and pre-pay online. You'll be sure to lock-in reservations for the activities you want! And the event organizers will have all your registration info ahead of time, which makes for better efficiency for timing, scoring, awards, and announcements. For instructions, visit the Convention website at www.corvair.org/chapters/necc/convention and click on the "Registration" button.
2. Pre-register via U.S. Postal. Clip



out the registration form provided in this issue of the CORSA Communiqué, fill it in, and mail it to CORSA with your check or credit card number.

3. Register in-person at the Convention. Yes, of course we will have a fully-staffed registration booth at the host hotel where you can fill in the registration forms and pay your fees. But it may be a bit risky. Some of the events may be sold out before you arrive. Don't say we didn't warn you!

Chapter Banner Display. The staff at the Sturbridge Host Hotel has graciously offered to hang our chapter banners around the perimeter of the hotel's indoor atrium, where everybody can see them. Here's how it will work: Drop off your chapter's banner at the hotel front desk no later than noon on Wednesday, July 23. The banners will be put on display in the atrium between Wednesday afternoon and will be taken back down before the beginning of the banquet on Saturday afternoon. They will be available for pickup Saturday evening and Sunday morning for you to take back home. If you have questions about the chapter banner display, please contact Allan Lacki at red-bat01@verizon.com.

LVCC Calendar of Events!



Wednesday, May 23, 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!

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.

Saturday, June 16, 2012 :::: 7th Annual Fleetwood Rotary Car Show.

Location: Community Park Main Street, Fleetwood, Pennsylvania 19522. Welcome all Sports Cars, Classic Cars, Muscle Cars, Tuner Cars, Sport Compacts, Exotics, Low Riders, and Motorcycles. Price: \$10.00. Email: carshow@jblong.com Phone: 484-575-8113. Website: www.FleetwoodPaRotary.org

Saturday, June 30, 2012 :::: Le Belle Macchine d'Italia.

No, this is NOT a Corvair event. But if you like beautiful cars, this will be of interest to you. Le Belle Macchine d'Italia is the largest 3 day Italian motoring event in North America. The 2012 edition will be the 26th annual gathering of owners of Italian cars taking place in the beautiful Pocono Mountains of Eastern Pennsylvania. The dates are June 29 - July 3, 2012. The Concorso d'Eleganza will be held at the Mt Airy Resort Casino located in Mt. Pocono, PA on June 30. Mt. Airy will also serve as the Host Hotel. The Driving Event will take place at Pocono International Raceway on July 2 & 3 with Professional Instruction from the Stockcar Racing Experience. Full details at: <http://www.italiancarevents.com/>

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>

Friday through Sunday, August 3-August 5, 2012 :::: Das Awkscht Fescht.

Mark your calendars! The Lehigh Valley Corvair Club will be appearing at Das Awkscht Fescht on Sunday! You must pre-register to show your car at this event, and the deadline is July 1, 2012!

Mail Dues to:

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Northampton, PA 18067

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