



the fifth wheel

APRIL 2013

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

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Mystery of the Moore Oil Pan

Last autumn, the Corvair Center Forum discussion board was abuzz about an unusual cast-aluminum oil pan that had surfaced on an old Corvair engine. Most Corvair enthusiasts are well aware that Offenhauser, Otto Parts, IECO, Clarks and a number of other aftermarket parts manufacturers offered cast aluminum oil pans for Corvairs. But nobody had seen one like this before.

The mystery oil pan had some really neat features. Like most aftermarket oil pans, it had external cooler fins and a deeper sump. But it also had internal fins to increase the surface area exposed to hot crankcase oil. And it was tapered in shape for better ground clearance at the rear of the car.

Who manufactured these oil pans? Where were they made? What were they made of?



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.

Were they magnesium instead of aluminum? Why haven't we seen more of them? Aside from the name, "Moore", the oil pan had no marks to identify it.

Then, it came to light that the oil pan may have been part of a set which also included cast valve covers emblazoned with the Chevy "bow-tie" emblem.

Well, as it turns out, the answers to many of the questions were in a sales brochure held by one of our very own LVCC club members, Dick Weidner. According to the brochure, the mystery oil pan and valve covers were made by "Am Vair Inc."

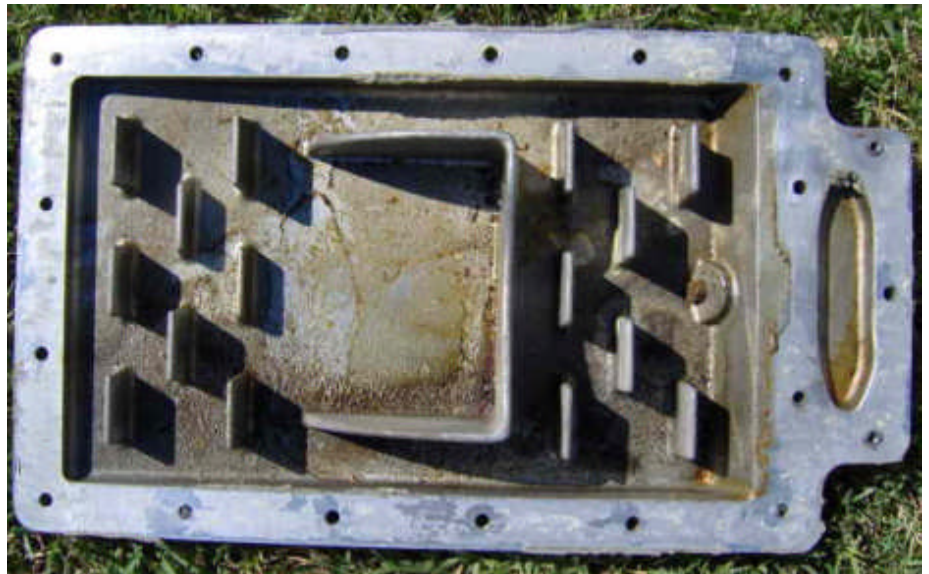
The brochure says, "Am Vair's Moore Oil Pan was designed by Jerry Moore of Los Angeles after his dissatisfaction with pans currently on the market... Mr. Moore is a mold designer by trade and a Corvair enthusiast by nature....The Moore Pan uses hi-grade #356-T51 aluminum instead of #319 scrap used by some other manufacturers. It also incorporates cast baffles for better oil sloshing control." The price for the oil pan was \$108. "For a matching set of Moore Valve Covers with the Chevy "Bow Tie" design: Order part# 0005... Moore Valve Covers with Allen Bolts".

AmVair is long gone, but their office was located at 2505 W. 1st St. Santa Ana, CA 92703. Some questions still remain of course. The brochure has no date, and so we still don't know when the Moore oil pan and valve cover sets were offered on the market. Perhaps you have the answer!

YOU NEED A VINYL ROOF!


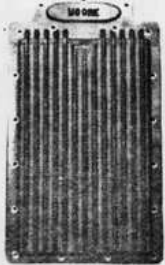


Vinyl roofs were one of the most popular factory options back in the 1960s.

Wikipedia even has an article on vinyl roofs. It explains, "In the very late-1950s, Chrysler's Imperial made a limited use of true vinyl on some models. Probably the first modern vinyl roof as it would later be accepted, though, was the 1956 Cadillac Eldorado Seville that came standard with a roof covered in an



Am Vair Inc.

AM VAIR INC.'S MOORE OIL PAN AND VALVE COVERS

Am Vair's Moore Oil Pan was designed by Jerry Moore of Los Angeles after his dissatisfaction with pans currently on the market...Mr. Moore is a mold designer by trade and a Corvair enthusiast by nature. Disadvantages noted by Mr. Moore on current oil pans were:

- Most of them just looked good
- Too deep and did not control sloshing
- Oil pick-ups did not reach the bottom of the pan where the cooler oil is
- Pans had thin walls prone to cracking, especially at the mounting lip
- Most pans hung too low thereby creating bottoming problems
- Castings on some were porous and incompletely filled the mold

AMVAIR INC.
2505 W. 1st St.
Santa Ana, CA 92703-
(714)

The Moore Pan was designed for super strength, effectively lowering oil temperatures 50 deg. (100 deg. on Turbos!!), has a flat black finish to increase heat radiation for rapid cooling of the hot oil. The Moore Pan uses hi-grade #356-T51 aluminum instead of #319 Scrap used by some other manufactures. It also incorporates casted baffles for better oil sloshing control.

THIS IS THE BEST OIL PAN ON THE MARKET!

Order Part# 0074...Moore Oil Pan w/19 Allen Bolts...\$ 108.00

For a matching set of Moore Valve Covers with the Chevy "Bow Tie" design:
Order Part# 0005...Moore Valve Covers w/Allen Bolts. Set

IF IT'S *Corvair* ... WE DO IT!

early vinyl material called "Vicodec" with two parallel seams running the length of the roof. Ford followed a few years later with a vinyl roof option on the 1962 Ford Thunderbird, a car which also re-introduced landau bars as a styling touch." By 1972, even the humble Ford Pinto sported a vinyl roof option.

Why Chevy never offered vinyl roofs on Corvairs, I'll never know! I think an early Corvair 4-door with the flying-wing roof would look super-cool dressed in textured vinyl!

But Corvair owners did not need to lose out on the vinyl-roof craze, for there were several outfits like Rayco that would gladly install a vinyl roof on just about any car which was not so-equipped from the factory. And it was easy for them to do, for kits were available, even for Corvairs!

Wouldn't your Corvair look sweeter with a vinyl roof?

AIR CONDITIONING FOR CAVEMAN CORVAIRS

Way back in 1960, a company named "Artic-Kar" marketed an aftermarket air-conditioning system for the newly-introduced Chevy Corvair. Artic-Kar (yes, that's "Artic" not "Arctic") was a well-established brand which offered A/C systems for dozens of domestic and imported cars, included the very-prestigious Mercedes 300 sedans, Jaguar Mark Xs, Facel-Vega coupes, and Porsche 356 coupes. Their systems also found homes in Packards and Cadillacs.

The Artic-Kar A/C kit for the 1960 Corvair was quite interesting. Unlike the factory A/C setup, which mounted the condenser on top of the engine, the Artic-Kar kit mounted the condenser to the side of the engine, exhausting its heat into the rear fender well on the driver's side. Most likely, this needed some skillful work with an air-chisel to cut a large opening in the fender well.

The kit also included an electric fan

CHEVELLE SPORTS COUPE 2-DOOR HARD TOP

Acme made

VINYL * FABRIC

Roof Covers

ORDER FROM YOUR NEARBY *Acme*
HEADLINER - DISTRIBUTOR.

Acme - Made VINYL FABRIC roof covers. Furnished for *factory original* replacements and for *custom installations* on all makes and models - 1962 to current models. Available for all models in your choice of materials in the seven original grains as used by General Motors, Ford, Chrysler, and American Motors. Made from *Interchem* and *Haartz original equipment*, vinyl coated fabrics. Sample cards available from your *Acme* Headliner Distributor.



CORVAIR SPORTS SEDAN - 4-DOOR HARD TOP



which blew engine compartment air through the condenser. Without this auxiliary fan, the engine blower may have sucked air through the condenser in the wrong direction! But the side-mounted condenser made it much easier to service the engine.

The evaporator and interior fan was apparently mounted in the trunk on the driver's side of the cowl panel, opposite from the factory gasoline heater.

Cold air from the evaporator was ducted into the passenger compartment and distributed through a low-profile diffuser that had 8 round eyeball vents.

The diffuser was sandwiched between the instrument panel and the radio housing. The standard Corvair heater controls remained below the radio, like a stock Corvair. The Artic-Kar system was thermostatically-controlled and the fan had three speeds.

Did it work? Well, it's hard to imagine that the 80-horsepower Turbo-Air engine was very happy about driving an A/C compressor! But if you live in Dallas, Texas, where Artic-Kar had its headquarters, a bit of cool air may have been worth the price in performance!

The CORSA Communique has had a

number of articles written by Corvair owners who relocated their A/C condensers from the engine compartment to the trunk. But the notion of mounting the condenser next to the engine is not far-fetched. Artic-Kar may have been unusual in choosing this arrangement, but it was not alone.

On April 9, 2010, Jim Briggs posted the following message on the "AirVair" Yahoo message board:

I'd like to chime in on the Fenderwell AC question. They (fenderwell condensers) certainly can be made to work well. Well enough for summertime comfort here in Central California, anyway! I found with my 65 Monza Fenderwell conversion (after some experimentation) that the problem was not the positive pressure under the rear fender panel but the marginal air volume available in the engine compartment of the LM (see Richard Finch's discussion on the EM/LM vent openings' sq. in. areas in his AC book. My AC condenser fan was fighting the engine fan for air volume and was losing. My solution was to add 2 Chevy Lumina LTZ hood vents to my rear deck lid.

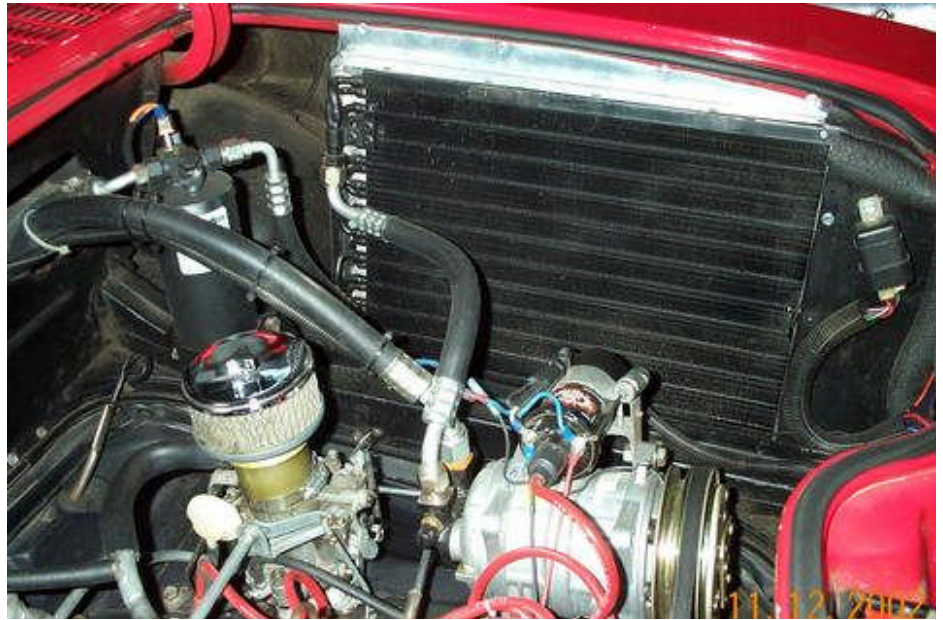
Another commenter pointed out that louvers in the early model deck provide much better air flow than the late model plenum chamber, making the earlies more-suitable for the fender well condenser. Perhaps the folks at Artic-Kar were onto something!

LVCC MEETING NOTES

Keith Koehler, Randy Kohler, Larry Lewis, Allan Lacki, Scott Oberholzer, Fred Scherzer, Dennis Stamm, and Dick Weidner attended our general membership meeting of March 27.

Dick Weidner read the minutes from our February meeting and gave the treasury report. The club's checking account balance is \$1,464.10.

Al Lacki announced the club discount that Jason Hewitt arranged for LVCC



Here is a photograph of the fender-well mounted condenser in Jim Briggs 's late-model Corvair. Artic-Kar installed a pusher fan on the condenser to blow hot condenser air into the fender well. Jim Briggs added additional vents in the deck lid instead.



members at National Auto Stores. Fred Scherzer suggested that some of the store owners may require proof of membership in the club. Dick Weidner recalled that, several years ago, Paul Yenser printed membership cards for LVCC club members. Dick said he would check his files to see if he could find one, which could serve as a tem-

plate for a new batch of membership cards. Fred offered to have a new batch printed if Dick or any other member provides a template.

Tonight was movie discussion night! Scott Oberholzer recalled that the first few minutes of the 1998 Godzilla movie have Matthew Broderick riding

in a Corvair Greenbrier at Chernobyl! Dick Weidner pointed out that a Greenbrier also had a big role in "The Satan Bug", an 1965 thriller in which a new bacteriological weapon that could, if released, destroy all of mankind in a few weeks or months.

Al Lacki remembered that an early Corvair coupe was featured in Mr. Holland's Opus. Mr. Holland, played by Richard Dreyfus, commuted in an early Corvair coupe to the school where he taught music. Later in the movie, this musician's deaf son restored the Corvair out in the family garage.

The discussion went on about other Corvair appearances in so many movies and television shows. If you want to learn more about Corvairs in movies, visit the online Internet Movie Cars Database at <http://www.imcdb.org/> Search for "Corvair" and the website will respond with a list that goes on for 14 pages!

At our February meeting, Scott Oberholzer asked for advice about an oil-pressure problem he seemed to be having in a Chevy Lumina he acquired. After conferring with the other members, he pretty much conceded that the Lumina needed a new oil pump.

At our March meeting, Scott reported that he did, in fact, go ahead and replace the pump, and his oil pressure problem was completely cured. But to do the job, he had to drop the front sub-frame in the Lumina. There's no other way to remove the oil pan to get at the pump! Scott exclaimed that it is easier to replace an entire Corvair powertrain than it is to remove the oil pan in a Lumina! Who said Corvairs are difficult to repair?

Randy Kohler brought his tin-type 1960 Corvair police cruiser for show-and-tell, and Dick Weider brought his collection of Chevy dealer Corvair film strips and vinyl promo recordings. There was plenty to enjoy at our March meeting.



A scene from the 1965 movie, The Satan Bug, starring Frank Sutton, Ed Asner, Anne Francis, and this lovely Corvair Greenbrier!

BLUE MOUNTAIN CLASSIC CRUISE NIGHTS

The Blue Mountain Classics car club of Whitehall, PA has announced its cruise night schedule for 2013. This car club caters to owners of 1955-57 Chevys and has been active in the Lehigh Valley for many years. They will be holding cruises at two locations: Allentown Fair Grounds and the Blue Mountain Drive-In Restaurant in Danielsville, (not far from Palmerton, PA). All cars (including Corvairs of course) are welcome. Here are the dates and times:

Blue Mtn. Classics Car Club Cruises
Ritz BBQ at Allentown Fair Grounds
April 28th 4-7 pm
May 19th 6-9 pm
June 16th 6-9 pm
July 21st 6-9 pm
August 11th 6-9 pm
September 22nd 6-9 pm
October 20th 4-7 pm

Blue Mtn. Classics Car Club Cruises
Blue Mountain Drive-In Restaurant
1439 Blue Mountain Drive, Danielsville, PA 610-767-6379
June 2nd 6-9 pm
July 7th 6-9 pm
August 4th 6-9 pm
September 1st 6-9 pm
October 6th 6-9 pm

For more information contact Donna Tully @ 610-625-0851. All cruises are weather permitting. <http://www.bluemountainclassics.com/events/>

CEGEE'S DRIVE-IN CRUISE NIGHTS

Other Cruises. Cegee's Drive-In Restaurant of Blandon, PA holds cruise nights every other Saturday and they are well-attended.

833 Park Rd Blandon PA 19510
(610) 944-8977

Here is Cegee's cruise night schedule for 2013:

First cruise will be Apr. 27 4-8 pm

Following cruises: All 4-8 pm
May 11, 25
June 8, 22
July 6, 20
Aug 3, 17, 31
Sept 14

The last cruise night: Sept 28 2-6 pm

CORVAIR OLYMPICS - REGISTRATION OPEN!

Registration is now open for the Corvair Olympics! Visit the NECC website to sign-up! www.neccmotorsports.com

Prices: NECC holds the line on prices for the 2013 Corvair Olympics -- prices are unchanged from two years ago! Hi-Speed Lapping and Time Trials at VIR, \$219. Drag Racing at Roxboro Motorsports Dragway, \$79. Autocross at VIR, \$39. Taste of the Track at VIR, \$29.



CHEVROLET MOTOR DIVISION
General Motors Corporation

- OK Satisfactory
- X Needs Attention

Corvair Diagnosis Check List (Engine Fume Odors)

Customer
Copy

Owner's Name _____
 Address _____

Serial Number _____
 Mileage _____
 Date _____

This check list is provided to assist in diagnosing the causes of any reported fume odors in the passenger compartment of 1961 through 1969 Corvair models.

If any of the items on the check list require adjustment, repair, or replacement, refer to the referenced pages of the March, 1971 issue of Chevrolet Service News and/or the appropriate Corvair Service Manual.

It should be noted that the sections entitled "Cylinder Head and Gaskets" and "Exhaust System" are concerned with possible sources of fume odors which can contain carbon monoxide, a poisonous gas.

Cylinder Head and Gaskets

Refer to pages 3 and 4 of the March, 1971 issue of Service News for the test procedure.

1. Cylinder Head Gasket Leak Test

LEAKS NOTED	
Cyl.# Left Bank	Cyl.# Right Bank
2. _____	1. _____
4. _____	3. _____
6. _____	5. _____

Exhaust System

Refer to pages 4 and 5 of the March, 1971 issue of Service News for the test procedure.

- 1. Leaks at Exhaust System Connections
 - Manifold to cylinder exhaust sleeves
 - Manifold to exhaust pipe
 - Exhaust pipe to muffler
 - Muffler to tailpipe
- 2. Tailpipe Mispositioned
- 3. Exhaust Pipe and/or Muffler and/or Tailpipe Deterioration
- 4. Engine Shield to Body Seal Leaks
- 5. Leaks in Lower Body Panels and/or Floor Pan

Oil Fumes

Refer to pages 5, 6 and 7 of the March, 1971 issue of Service News.

- 1. Oil Leaks
 - Rocker cover gaskets
 - Rocker arm stud and push rod tube seals
 - Oil filler cap
 - Oil pressure sending switch
 - Crankcase cover gaskets
 - Oil pan gasket
 - Front and rear crankshaft seals
 - Front and rear housing gaskets
 - Oil filter and generator adaptor gaskets
 - Engine oil cooler and adaptor gasket and seals
 - Cylinder to crankcase gasket

Oil Fumes (Continued)

- 2. Crankcase Vent System
 - PCV valve or restrictor orifice clogged
 - Crankcase oil separator (between crankcase and crankcase cover) clogged
- 3. Crankcase Overfull

Fuel Odors

Refer to pages 8 through 12 of the March, 1971 issue of Service News.

- 1. Fuel Spillage on or Around the Vehicle
- 2. Fuel Line Leak
- 3. Fuel Line Connection Leak
- 4. Carburetor Vapors
- 5. Fuel Tank Vapors
- 6. Improper Carburetor Adjustment
- 7. Poor Carburetor Maintenance
- 8. Fuel Pump Leak
- 9. Excessive Engine Heat

Miscellaneous

Refer to pages 12 and 13 of the March, 1971 issue of Service News.

- 1. Leaks in the Heater Intake and/or Outlet Hoses and/or Connections
- 2. Heater Housing Leaks

Comments: _____

Itemized Repairs
shown on R.O. # _____
 Date _____

Inspected by _____ Date _____
 Dealership Name _____
 Address _____

LVCC Classified Ads!

FOR SALE/TRADE/GIVEAWAY: Need to get rid of: (sell/trade/give-away) Corvair 140 motor in pieces. All clean, and ready to build up again. This lot contains case (T0219XAA), crankshaft, cylinders, heads (no issues), distributor, galley covers, fan cover, sheet metal, rods (rebuilt), oil cooler, fan, nuts and bolts, and maybe some other stuff. I have close to \$1000 invested. Location: East Orange, New Jersey, by the Veterans Administration, and Seton Hall University. EASY access off I-280 (2-blocks off South Harrison Street exit). Please send all questions and comments to: nyttona@hotmail.com

FOR SALE: 1963 Corvair Monza Convertible. White with red interior. 4-speed. New top. New tires. Minor oil leak. \$7,950 or best offer. Contact Bob Little. (610) 287-8270.

FOR SALE: Left front door for 1964 Corvair convertible with wind wing. Minor rust at bottom. \$50. Call Fred Scherzer. (484) 948-5142.

FOR SALE: Engine deck lid for 1964 Corvair. Good condition. \$100. Call Fred Scherzer. (484) 948-5142.

FOR SALE: Corvair Spyder instrument panel, complete with all gauges. \$125. Call Fred Scherzer. (484) 948-5142.

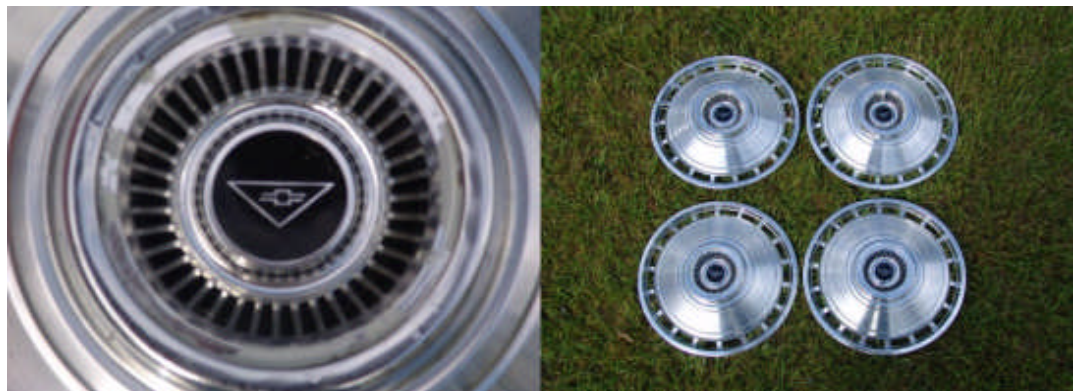
FOR SALE: NOS 1962-64 Spyder turbo muffler. GM Group 3701, Part 3858442. \$125. Fred Scherzer. (484) 948-5142.

FOR SALE: Corvair Spyder turbo engine intake crossover pipe, chrome. \$20. Call Fred Scherzer. (484) 948-5142.

FOR SALE: Six new pistons with rings & pins for 1961-63 corvairs; do not fit the turbo motors. These are new old stock GM units. Price is \$60.00. Send email if interested. Contact Carl Moore. Email: moo568@dejazzd.com

FOR SALE: Ford parts! Two 302 cubic inch engines; one long block and one short block. \$300 for the pair. One Ford C6 automatic transmission. \$100. One Ford T5 five-speed manual transmission. \$100. Contact Scott Oberholzer. Bethlehem, PA. Call (610) 867-2846.

FOR SALE: Set of four wheel covers for 1964 Corvair. In very nice condition. Make an offer. Jim Mahoney. Allentown area. Call (610) 745-6455.



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 rewvair@rcn.com

LVCC Calendar of Events!



Friday through Sunday, April 19-21, 2013 :::: Englishtown 2013 Swap Meet & Auto Show, Englishtown - Old Bridge TWP, NJ - 31st Annual Spring Englishtown 2013 Swap Meet & Auto Shows at Old Bridge Twp Raceway Park. If you can't find it here, it probably doesn't exist! The Bi-annual Englishtown Swap Meet & Auto Show is held in April & September, rain or shine. It runs from Friday through Sunday with over 3,000 Vendor spaces on pavement, over 300 Car for Sale spaces on pavement and grass, and unlimited parking for attendees. Sale merchandise consists of a wide array of parts, accessories and miscellaneous items. For prices and details: e-mail: swap@racewaypark.com or www.racewaypark.com or http://www.etownraceway.com/swap_meets.aspx or <http://www.etownraceway.com/mydocuments/springswap2013.pdf>

Wednesday, April 24 2013 :::: LVCC Membership Meeting.

Regular LVCC Club Meeting, 7:30 PM at the Lehigh and Northampton Transportation Authority (LANTA) office building in Allentown, Pennsylvania. The LANTA building is located at 1060 Lehigh Street Allentown, Pa 18103. Directions: From I-78: Take Exit 57, Lehigh Street. At the end of the exit ramp, go east toward the City of Allentown. Follow Lehigh Street of approximately 2 miles - past the Parkway Shopping Center on the right and Faulkner Volkswagen on the left - until you reach the LANTA entrance on your left. It is at the intersection of Lehigh and South Howard Streets, right across from a Hess service station. Drive around to the auto parking lot and enter through the office entrance. Our meeting room is on the second floor.

Sunday, April 28, 2013 :::: Quakertown, PA - Sunday - Spring Fever 2013.

At the Faulkner - Ciocca Service Center 1531 Park Avenue, next to the Dairy Queen zip: 18951 . Presented by the First Pennsylvania Mustang Club Club, Day of show registration only – All makes, models & years welcome Live Band – Groovitude, dash plaques to first 100 cars top 15 awards, Best in Show Award – voted by People’s Choice (1st PA Mustang Club cars ineligible for awards), Basket Raffle to benefit the Quakertown Food Pantry. <http://www.1st-pa-mustang.org/> Call Roger at 215-453-0557

Sunday, May 5, 2013 :::: ASHRAE Anthracite Chapter 1st Annual Car Show.

Sponsored by LVCC Member Ron Peles' family. Location: 50 Glenmaura National Boulevard, Moosic, PA 18507 (Just above "The Shoppes at Montage") Registration starts at 8:30. Show Hours - 10:00 to 4:00. Trophy Presentation at 2:00, Door Prizes and Drawing Afterwards. Cost: \$10.00 per vehicle if you pre-register, \$15.00 at the gate. <http://ashraecarshow.wix.com/register>

Sunday, May 5, 2013 :::: GM on Display at Macungie.

Includes Corvair Class. The Philadelphia Corvair Club will be meeting at this show, so LVCC members won't be alone.

Sunday May 5th, 2013 :::: Blue Mountain Classics 30th Annual Car Show.

Blue Mountain Classics Car Club in the Lehigh Valley. Our 30th annual car show will be held rain or shine on Sunday May 5th, 2013 at Ciff Ccowling Field in Bath, Pa. 1/2 block off Route 512. Pre-register for \$10. Day of show \$12. Registration form 9 AM to Noon. Awards presented at 3 PM. <http://www.bluemountainclassics.com/events/>

Sunday, May 19, 2013 :::: Wind Gap “Cruise to the Gap” Car Show.

The "Cruise to the Gap" will be held on May 19th, 2013 at the Wind Gap Borough Park, Wind Gap PA. Gates open at 8:30 a.m., and Closing Ceremonies will begin at 2:30 p.m. Cruise to the Gap is celebrating its 30th year! Started in 1983 by several local car enthusiasts, the "Cruise to the Gap" has grown to include nearly 500 participants each year. Check out our "Cruise to the Gap" website! <http://www.cruisetothegap.org/> where you can download the registration form. For additional information, contact Tony Borger, 610 704 6586 coachtb@frontiernet.net

Mail Dues to:

Lehigh Valley Corvair Club
c/o Richard Weidner
2304 Main Street
Northampton, PA 18067

LVCC Club Officers:

President: William Remaly (570) 386-3578
Vice Pres: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm@comcast.net
Secr-Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: rcwvair@rcn.com
Newsletter Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

Next Membership Meeting: Wednesday April 24, 2013