



the fifth wheel

MAY 2013

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Inside this issue

<i>Crown Equipped! Ted Trevor Story</i>	1
<i>Open House at Corvair Ranch</i>	3
<i>Fred & Jerry's Good Deed</i>	3
<i>Looking for Olga Treskovna</i>	3
<i>New Tire Availability Maxxis Are Back!</i>	5
<i>LVCC Meeting Notes</i>	5
<i>Bill Remaly's New Contact Info</i>	6
<i>NECC Update</i>	6
<i>LVCC Dues Mailing Address</i>	6
<i>LVCC Officer Contact Info</i>	6
<i>LVCC Classified Ads</i>	7
<i>LVCC Merchandise For Sale</i>	7
<i>Next Meeting: Weds., May 22!</i>	7
<i>LVCC Calendar of Events</i>	8

CROWN EQUIPPED!

Ted Trevor is synonymous with Crown Manufacturing Company, Inc.

This little company became famous in the early 1960s for manufacturing and selling conversion kits for transplanting Corvair engines in Volkswagens, Porsches and dune buggies.

Ted Trevor, the brains behind the company, pointed out,

"If we look around a little, we can see that there is an air-cooled power plant made by Detroit which has twice the displacement and three times the torque of the Volkswagen unit in it mildest form and many different horsepower ratings to choose from: up to 180 stock horses from the 1965 and later models. Compare this to 36, 40, 50 and even "Super 90" if you wish. The Corvair is a reliable, go-to-the-grocery-store type engine built for years of dependable, low maintenance service by the largest, most successful automotive manufacturer in the world. All this is available for your Volkswagen sedan, transporter, Karmann Ghia, or Porsche."

Trevor backed-up the hype by actively campaigning a Corvair-powered Myers Manx dune buggy in autocross and hillclimb events throughout the Southwest. He topped it off with an attack on the Pikes Peak Hillclimb, in



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.

which he won his class in 1966. And several of his customers were competitive, too. Crown Manufacturing gained much valuable publicity through racing.

Corvair engines rotate in the opposite direction when compared to Volkswagen and Porsche engines. To mate a Corvair engine to a Volkswagen or Porsche transaxle, you need to either (a) reverse the ring gear in the differential, or (b) reverse the rotation of the Corvair engine. Crown Manufacturing offered two kinds of adapter plates to accommodate either possibility. Crown also offered a special subframe for installing a complete Corvair powertrain with not only the Corvair engine but also the Corvair transaxle into any '68 or later Volkswagen bus.

Crown also offered a number of parts and kits for hopping-up Corvair engines. Although Crown has been out of business for many years, the kinds of performance modifications offered by Crown remain popular today with Corvair racers. Here is a partial listing of Corvair performance parts offered in the Crown catalog:

- 92 millimeter forged pistons,
- 3-barrel Weber carburetor conversion kits for normally-aspirated Corvair engines,
- 2-barrel Weber carburetor conversion kits for turbocharged Corvair engines,
- 1-barrel SU carburetor conversion kits for turbocharged Corvair engines,
- Distributor straight-line advance kits
- Oil sump breather boxes,
- Hi-volume oil pumps,
- Anti-flood kits for Rochester carbs,
- Capacitive discharge ignition systems,
- Improved carburetor linkages for 140 hp engines,
- Remote oil filter kits,
- Remote oil cooler adapters,
- Improved Corvair input shafts, and
- Upside down bell housings for

mounting Corvair powertrains in mid-engine vehicles.

Ted Trevor did not stop there. Although Crown became famous for planting Corvair engines in Volkswagens, it also offered a wide array of parts and kits for hopping-up Volkswagen engines and transmissions for folks who did not want to make the conversion to Corvair power. They included turbochargers, ring-and-pinion sets, 4-spider gear sets, quick steering kits, quick shift kits, and much more.

Perhaps the best-remembered of all Crown's offerings was the Corv-8 kit, which provided most of the parts need to install a small block Chevy V8 in the back seat of a late-series Corvair coupe. The heart of the kit was a welded steel box-member sub-frame that tied the engine and transmission mounts to the unit-body structure of a standard Corvair. Trevor wrote, "After 5 years of development and testing, Crown Manufacturing Company has ready for you a Sports "GT" car for the road; a mid-engine, fully independent suspension, stock appearing machine which performs much like a Group 7 car made



Top: Ted Trevor (left) of Crown Manufacturing, with Chuck Beck (right), who is renowned among Porsche enthusiasts for his 550 Spyder replicas.

Bottom: One of Crown Manufacturing's Corvair-to-Volkswagen adapter plates.



legal for the street." Group 7 is a reference to the old unlimited Can Am racing series, where Chaparrals, McLaren, Lola, and Porsche used to compete. Ted

Steve McQueen in the "Thomas Crown Affair". The 140 hp Corvair engine hanging on the rear of the Myers Manx dune buggy would not have been possible without one of Crown Manufacturing's Corvair-to-Volkswagen adapter kits!



Trevor made approximately 1,500 Crown conversion kits in the late 1960s and early 1970s. Crown Manufacturing ultimately went out of business, but Clark's Corvair Parts, Inc. acquired the rights and has continued to sell off the remaining stock of Corv-8 conversion kits.

So much material has been written about Corvairs that have been retrofitted with the Corv-8s kits. It is not necessary or even possible to recount it here. But much of the legacy of Ted Trevor and Crown Manufacturing remains to be written. There must be many untold stories about the design, development and manufacture of so many performance products for Corvairs, Volkswagens, and Porsches.

LATE-BREAKING NEWS: OPEN HOUSE AT THE CORVAIR RANCH

On Sunday, May 19, Jeff Stonesifer is hosting an open-house at the Corvair Ranch. If you have never been to the Corvair Ranch, you are in for a treat! Open House at the Corvair Ranch. De-

tails about the time and location are provided in our Calendar of Events in this newsletter. But you should also be aware that Rich Greene, President of the Philadelphia Corvair Association, will be arranging a Corvair caravan to the Corvair Ranch. It will depart from the Lehigh Valley area. If you would like to join the caravan, you can contact Rich at (610) 262-7051 or email him at corvairscooler@cs.com.

FRED & JERRY'S GOOD DEED

A touching thing happened on Sunday, May 5th, at the "GM on Display" car show in Macungie.

Jerry Moyer was relaxing in a lawn chair behind Fred Scherzer's Corvair Lakewood when he was approached by a man whose wife who had never seen a Lakewood before. She wanted to feel it with her hands.

Jerry quickly realized that the woman was blind and had no other way to gain an appreciation of the shape and form of Fred's little wagon. But he also realized that this was an unusual request, to

say the least. And so, he quickly trotted through the show field to find Fred, who was out and about, just to make sure that Fred was OK with the woman's request.

Fred came back, gave the OK, and the woman began to run her hands all over the Lakewood, exploring its features. She ran her hands across the roof, hood, bumpers, headlight bezels, taillights, and even the hubcaps. She felt the after-market window visors and asked what they were. And she thoroughly enjoyed exploring the car. It made her happy to "see" a Corvair Lakewood for the first time.

LOOKING FOR OLGA TRESKOVNA

Jerry Moyer, Fred Scherzer, Dick Weidner, and Larry Lewis brought their cars to the GM Display at Macungie. LVCC Member Ron Peles and I went in the other direction, to the ASHRAE car show in Moosic, PA. Ron showed-off his customized PT Cruiser and I brought LeHeap, my trusty Corvair.

The ASHRAE car show was comple-



Fred Scherzer's "Lakewood". Technically, it's 1962 Monza Wagon., but it feels just the same!



Ron Peles and Al Lacki spotted this unusual buggy at the ASHRAE car show. The 200 horsepower 2.5 liter water-cooled boxer engine is from a Subaru Legacy. The radiator is located above the transaxle!





Glen Lyon, PA. Above: LeHeap parked in front of the site of Saint Michael's Church. Left: A photo of the real "Olga Treskovna". Her birth name was actually Trocki, which is pronounced "Trotzski" in Polish. Right: The cast of "The Miracle of the Bells"; McMurray, Valli, and Sinatra.



mented by an SCCA autocross in the adjacent parking lot. Perched high on one of the big hills above Scranton, the car show field overlooked the autocross field and so folks in the car show were able to see all the action on the autocross course, just across the street. The spectators at both events intermingled, and there were plenty of different cars to see, ranging from a pristine 1958 Pontiac Bonneville decorated in chrome to all-out open-wheel racing vehicles.

Equally fascinating are the byways in the Wilkes-Barre Scranton corridor, and they so often have tales to tell. One such tale is the story of Olga Treskovna. She was the main character in "The Miracle of the Bells", a 1947 movie starring Fred McMurray, Frank Sinatra, and Alida Valli.

The Miracle of the Bells is the story of a young lady who rose to stardom in Hollywood, but whose life ended too soon. Her dying wish was to have her remains taken back to her hometown, a village named "Coal Town", and buried next to her father in the graveyard at Saint Michael's Church.

The movie was panned by the critics. It was too schmaltzy. But Joanie and I have taken a liking to this film, which is a story of hope, and it has now become a Christmas season staple at our home. And so it was out of sheer curiosity that I looked up the movie on the internet.

Not surprisingly, the movie was based on a popular novel written just before the movie was made. What was surprising was the fact that the main char-

acter of the novel, Olga Treskovna, was based on Author Russell Janey's real-life girl friend, a silent film actress who died in 1938. And what was the girl friend's name? Olga Treskovna!

In effect, Russell Janey re-wrote the real Olga Treskovna's life story, embellishing it with fictitious events that never actually occurred. But there were some similarities: the real Olga was a movie star, died young, and was buried a little coal town in northeastern Pennsylvania, just like her namesake in the film.

The name of that town is Glen Lyon, just a few miles south of Nanticoke. In fact, much of the movie was filmed in Glen Lyon, where the real Olga lived when she was a little girl and where she is buried today.

So, after the ASHRAE show, I just had to make an expedition to Glen Lyon. On the way, I stopped in a service station in Nanticoke, where a young lady was pumping gas; a rather unusual sight to see in Pennsylvania. And I told her about my mission: to see "Coal Town", the setting for *The Miracle of the Bells*.

The strangest things seem to happen sometimes, for even though this movie was made 66 years ago, the service station lady exclaimed that she had just received her very own copy of *The Miracle of the Bells* on DVD! And of course, she knew the way to Glen Lyon.

The directions from Nanticoke to Glen Lyon were easy. At the border of the town was a large "Welcome to Glen Lyon" sign. I pulled over to the side of the highway, parked LeHeap in front of an old house, and took a couple of photos of the sign.

And as I walked back to LeHeap, a man came out of the house. I didn't know what to expect, but he meant no harm. He simply came out to tell me that he had just sold his own Corvair. He asked if I was familiar with Clark's Corvair Parts. Yes, here was a real Corvair guy, in Glen Lyon, PA!

His wife and son were at the door. And when I mentioned that I came to town because of the movie, the wife exclaimed, "Gee, my aunt was one of the extras in the cast!"

She pointed out that the original Saint Michael's Church was torn down a few years ago, but the site is easy to find, and one of the other churches depicted in the movie, Saint Adalbert's, remains standing in all its glory. Like the service station lady in Nanticoke, this kind soul gave me directions, and I was able to locate Saint Michael's and Saint Adalbert's in a few more minutes.

Unfortunately, I didn't have the time to locate Olga Treskovna's grave where I could have paid my respects. I passed by the cemetery on the highway, but

time was running short and it was a long way back to my own home in Sinking Spring, where Joanie was waiting for me. I'm now reading my own copy of Russell Janey's novel, *The Miracle of the Bells*.

--Allan Lacki for LVCC

NEW TIRE AVAILABILITY

As you may be aware, in recent years it has been difficult if not impossible to get new radial tires in the correct near-stock size for Corvair cars, that size being 185/80R13.

Some persons have been lucky, finding some remaining stock, but no new tires in this size have been manufactured in recent years.

The vintage tire industry has some suitable new bias-ply tires available, but these are pricey tires intended more for show cars than for regular on-road use.

Until now. Maxxis tires has posted the following on their web site:

VINTAGE CAR COLLECTORS ALERT!

The MA-1 P185/80R13 whitewall tire is now available in the Maxxis eStore!

If you go to the Maxxis home page, <http://www.maxxis.com>, you'll see this notice on the right-hand side, after scrolling down slightly.

By then selecting the tab for the eStore (near the top of the page) you can then begin the process of selecting this tire. The current price is \$109 per tire, not unreasonable for a tire with a limited market.

If the tires on your Corvair are seven years old or older, even if they are not worn you should consider buying new tires. Age is very much an enemy of tires. The rubber com-

pound gets harder as it ages, reducing traction significantly, and old tires are more susceptible to blowouts, tread separations, and other unpleasantness.

--Bob Marlow, NJACE Publicity VP

LVCC MEETING NOTES

Jason Hewitt, Keith Koehler, Larry Lewis, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm, and Dick Weidner attended our general membership meeting of April 24. Dick read the minutes from the March meeting and gave the Treasury report.

The group discussed the possibility of printing new LVCC membership cards. Dick Weidner handed-out copies of cards printed long ago to help the discussion. All agreed this may be a good time to freshen-up the graphics and

P185/80R13



Maxxis tires are back in the proper size for your Corvair! See Bob Marlow's article on this exciting announcement!

print new cards to the membership.

Having an LVCC membership card in your wallet may be a necessity for taking advantage of the club's parts discount at National Auto Stores, depending on the sales clerk at the cash register.

Dick Weidner brought his video projector to the meeting and showed films and stills from a number of CORSA Conventions he has attended, including the big convention in Ventura, California.

Dick, Jerry Moyer, and Fred Scherzer discussed their plans to drive to the 2013 CORSA Convention in Kalamazoo, Michigan in July. They also plan to visit the Gilmore Car Museum along the way. The Gilmore Car Museum, hailed as one of the finest car museums in the nation, is home to over 300 extraordinary vehicles. This ought to be an interesting trip!

Our thanks to Jason Hewitt, one of our newest members! This was his first

time he attended one of our regular LVCC meetings!

BILL REMALY'S NEW CONTACT INFO

LVCC President has a new postal address and phone number:

William F. Remaly
200 Grandview Drive
Palmer, PA 18045
(484) 809-1081

NECC UPDATE

Registration remains open for the NECC Corvair Olympics, which will take place this June in southern Virginia.

Meanwhile, NECC continues to explore the possibility of doing time trials at a much-closer location, Pocono International Speedway. Al Lacki of LVCC and Dan Schmidt of Blue Mountain Corvair Club took a tour of the newly-

refurbished sports car tracks at Pocono.

The big tri-oval course at Pocono has always been professional-grade, but the sports car tracks, which are laid-out inside the oval, have had a reputation for being narrow and rough. But last summer, the owners took the initiative to improve them. The roadways have been widened and repaved, and the run-off areas have been smoothed, graded, and seeded. Al and Dan road the tracks with Pocono's track manager, Dan Dougherty, and came away impressed.

Al and Dan also scouted several hotels in the Pocono area to find a decent hotel with sufficient parking for race car trailers. Several nice hotels have been built near the track in recent years, and a couple of them have trailer parking lots.

Dan wrote up the findings from this tour and presented them to NECC President, Brian O'Neill. We'll keep you posted as things develop.

Photos of the newly-refurbished sports car racing tracks at Pocono International Speedway. Repaved, widened, and graded. NECC is considering the possibility of time trials here at some point in the future.



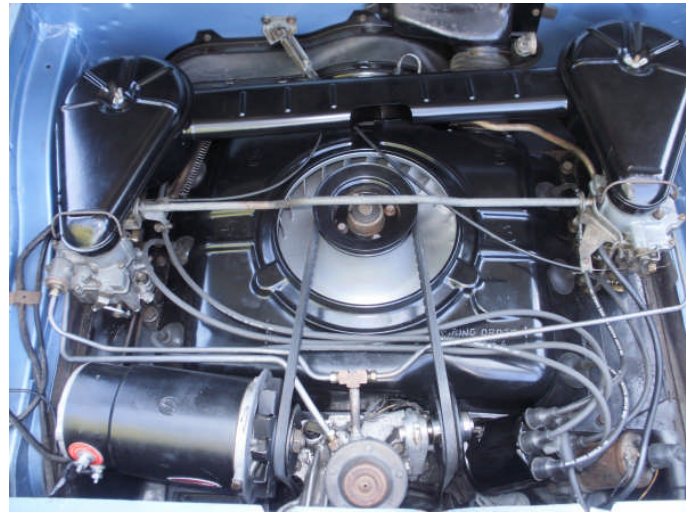
Mail Dues to:

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

LVCC Club Officers:

President: William Remaly (484) 809-1081 (New phone number).
Vice Pres: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm at comcast dot net
Secr-Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: rcwvair at rcn dot com
Newsletter Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01 at verizon dot net

LVCC Classified Ads!



FOR SALE: 1961 Corvair Lakewood. Runs great and is solid. Odometer shows 65,000 miles. New brakes, blower bearing, and weather stripping all around. \$7,500. Call LVCC member Curt Stone. Home: (570) 284-4261. Cell: (201) 776-8328. Location: Danville, PA.

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: 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 rcwvair@rcn.com

Next Membership Meeting: Wednesday May 22, 2013

LVCC Calendar of Events!



Sunday, May 19, 2013 :::: Open House at the Corvair Ranch.

Gettysburg, PA. Location: The Corvair Ranch, 1079 Bon-ox Road, Gettysburg, PA 17325. Starting Time: 11:30 AM. Will include food and prizes. Phone: (717) 624-2805. Email: corvair-ranch@embarqmail.com. Website: www.corvairranch.com Rich Greene, President of the Philadelphia Corvair Association, is arranging a Corvair caravan to the Ranch, departing from the Lehigh Valley area. Contact Rich at (610) 262-7051 or email him at corvairscooler@cs.com.

Sunday, May 19, 2013 :::: 39th Annual 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 PM. 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

Sunday, May 19, 2013 :::: 12th Annual Car and Truck Show.

Lahaska, PA. Location: Peddler's Village at the intersection of Routes 202 & 263 in Bucks County PA. Sponsor: Northeast Chapter Professional Car Society, dedicated to hearses, ambulances, flower cars, combination coaches and factory limousines. All vehicles must have a visible fire extinguisher. The show field and registration will open at 9:00 AM. Vehicles to be judged must be on the show field by 11:30 AM. People's Choice Voting from 11:30 AM – 1:00 PM ~ Awards at 2:30 PM. Dash plaques to the first 100 vehicles registered. Registration is \$20.00 on day of show. Email Fred Goerlitz at goerlitz@goes.com or Dan McCann at HeavyD27170@aol.com. <http://pcsnortheast.com/2013Lahaska.pdf>

Wednesday, May 22 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, May 26, 2013 :::: 3rd Annual Memorial Run Car Show.

Pottsville, PA. Location: the McCann School of Business, 2650 Woodglen Road, Pottsville, PA. Sponsor: Minersville Rotary. Registration: 8:00 AM - 11:00 AM. Awards at 3:00 pm. 24 classes. Entertainment by "DJ Eclipse". Food, drinks, Chinese auction, 50/50 drawing. Registration Fee is \$10.00 (Day of Show). Call John on (570) 544-9505 or Pete on (570) 544-6477 or Jerry on (570) 544-2643 or Tom on (570) 244-2936. <http://www.minersvillerotary.org/specialevents.htm>

Saturday, June 1, 2013 :::: North Coventry Police Department's 2nd Annual Fallen Heroes Car Show.

Pottstown, PA. Event Location: Coventry Mall parking lot at 351 W. Schuylkill Road Pottstown PA 19465. 100% of the money raised will go to slain Officer Brad Fox's family. All vehicles welcome. Trophies, live band, food, fun and much more. Flea Market/Swap meet on location and spots are available for rent. Show times are from 11 AM to 3 PM. Show field opens at 9 AM. Pre registration is \$10. Day of registration opens at 9 AM and costs \$15. Email ncpdautoshow@gmail.com. Website: www.ncpdcarshow.weebly.com

Saturday, June 15, 2013 :::: 8th Annual Fleetwood Rotary Club Show of Wheels.

Fleetwood, PA. Fleetwood Community Park. Rain or shine. Registration 8:30 AM. Judging 12:00 Noon. Awards 3:00 PM. Pre-registration \$10.00. Registration at the gate: \$15.00. Goody bags & dash plaques to the first 125 registered cars. Award to the top 40 cars, trucks and motorcycles - All chosen by registered participants. Pre registration by 6/12 \$10, Day of Show \$15. Event Phone (484) 575-8113. Email: carshow@jblong.com. Website: www.fleetwoodparotary.org

Sunday, June 16, 2013 :::: 3rd Annual Father's Day Car Show and Shine.

Hatfield, PA. Location: Stadium North 1903 Bethlehem Pike, Hatfield, PA 19440. Registration from 10:30 AM to 1 PM. Show from 11 AM to 4 PM. Open To All Makes Years And Models, Sponsored by Full House Motorsports LLC. No rain date. This event will be held rain or shine. Registration Cost: \$15 per car, day of shown only. Phone: (215) 822-9420. Website: <http://www.fullhousemotorsportsllc.com/car-club-events-calendar.html>