



the fifth wheel

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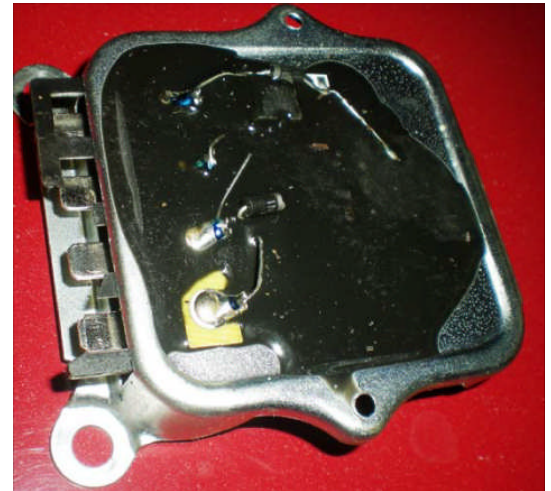
Voltage Regulators and the Gen-Fan Light ***By Larry Claypool***

Editor's Note. The following article, written by Larry Claypool, appeared in the back pages of the April 2013 CORSA Communiqué. But it really warrants front page coverage, and so here it is, on the front page of our LVCC Fifth Wheel newsletter. If you are uncertain about the type of voltage regulator mounted in the engine compartment of your Corvair, read on.. This could save your engine.

Besides correct regulation of the alternator charging voltage, the voltage regulator also provides a signal to the dashboard "GEN-FAN" light to indicate the charging system is working and the fan belt is actually turning the alternator.

While the factory-issued voltage regulators were all of the externally mounted, electro-mechanical type, the shift to fully electronic regulators has become widespread to the point where it now is not so easy to locate an older mechanical type.

I have found many of the recently manufactured fully electronic alternator type regulators are Chinese sourced and do not operate the GEN lamp properly, even though they will regulate the charging voltage. These regulators illuminate the GEN lamp very dimly when the ignition is turned on, but engine is not running. In the Start key position, the GEN lamp will illuminate with correct brightness, then go off



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.

with engine running and key back in the On position.

Should the fan belt come off however, the GEN lamp does not illuminate to indicate the problem. This can quickly lead to serious engine damage if the unwarned driver continues to run the engine.

It is easy to test your regulator to see if it is working correctly. Simply turn the key to On, but do not start the engine. The GEN lamp should be illuminated brightly. (As an aside, the TEMP-PRESS lamp should also be on under the same circumstance). If the GEN light seems to operate properly, remove the fan belt, then start the engine. The GEN light should remain on brightly. If it does, reinstall the belt, you passed the test.

If the GEN lamp is on dimly or not at all, unplug the four-wire connector from the base of the regulator, and ground the brown wire in the connector. Re-test. The GEN lamp should now illuminate brightly. If it does so with the wire jumped, the regulator is likely at fault; if the light still does not illuminate, the problem is further upstream: bulb, socket, connector, or broken wire.

The suspect regulators look stock but have very little inside the cover. The cover is also riveted rather than screwed on. Lastly, with so few parts inside, they are very light at five ounces compared to an electro-mechanical type which is closer to 12 ounces. The ones I have seen were stamped "transpro-cn" on the back. The box it was in is branded "high energy," but I think these are packaged under a variety of labels.

A similar problem occurs with the so called "one wire" internally regulated alternator. Some people choose these converted alternators because they are so simple to hook up: run a wire from the battery to the alternator and you are done. While this setup will keep the battery charged, it bypasses the dash GEN light circuit altogether, setting the same stage for an unintended engine

meltdown should the belt break. Such alternators can be converted back to "proper" circuitry by changing out the internal special regulator with a stock one, then wiring it as outlined in the Corvair Technical Guide sold by CORSA.

DENNIS STAMM IN THE HEADLIGHTS

Dennis Stamm is this month's LVCC member caught in our Corvair high beams. Dennis has been a member since 1980 and is also a member of CORSA. He shares his Corvair activities with several other clubs, including the Vultures Street Rodders, The Schuylkill County Motorcycle Club, and the Deer Lake Harley Owners Group.

Dennis got his start early with Corvairs when his dad put his foot down and said, "no more V8s! You've wrecked too many already!" That was in 1962. A '61 Monza seemed to be the solution to the problem...or was it? It wasn't on the road too long until it too, was wrecked.

Dennis's favorite Corvair story may provide an insight into all the wrecks. Picture this: Dennis and his girlfriend rolling down Route 422 in a '63 Monza

doing 80 when a car pulled out of a driveway in front of him. A quick pull on the steering wheel as an avoidance maneuver initiated a fishtail, at which time his girlfriend panicked and grabbed the wheel. Now the Monza was sideways at 80! Quick removal of the extra hands and the wheel enabled Dennis to "pull it out". He says the car never tried to roll over. (Perhaps he should take Ralph for a ride).

Dennis's confidence in Corvairs never wavered, and all three of his kids learned to drive with Corvairs. One of those cars was his evening orchid Monza, which he bought new in 1965. He rebuilt that car twice and he still has it. Some day, he plans to rebuild it again, this time as a street rod.

Currently, Dennis has three '65 Corsas, all in various stages of restoration. Feeding that work are five parts cars of '65 to '69 vintage. Over the years, Dennis has restored approximately 40 Corvairs and scrapped at least that many in the process. He buy 'em, fixes 'em up, and sells 'em. Among those projects was a four-wheel drive Vair and a mid-engine Vair. He also keeps about 25 Corvairs running for other owners.

Dennis drives his Corvairs about 800 miles a year, but does not enter them in



Dennis Stamm (left) and Carl Moore at the 2013 Fleetwood Car Show.

shows. He gets his kicks working on them.

What's on Dennis's wish list? He'd really like to have the one Corvair that's unattainable: the '61 Sebring Spyder that GM has in its museum. Since he can't have that one, he'll settle for a nice Ultra Van.

LVCC MEETING NOTES

Jason Hewitt, Keith Koehler, Al Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm, and Dick Weidner attended our general membership meeting on May 22. Dennis Stamm chaired the meeting.

Dick Weidner read the minutes from the March meeting and gave the Treasury report. The club received \$10 in dues and spent \$14.04 to copy and mail the newsletter. The club's checking account balance is \$1,452.42.

It's an old LVCC tradition for Dick to pass around the sign-in register at every meeting. That is how we keep track of attendance. The same sign-in register has been in use since 1978! That's right, we have attendance records going back 35 years!

Al Lacki talked about the upcoming NECC Corvair Olympics, which are being held in Danville, Virginia this year. He also volunteered to prepare the artwork for the LVCC membership cards, which were proposed at the April meeting. Al promised to get on this assignment after he returns from the Corvair Olympics.

Scott Oberholzer discussed an exotic car display he dropped by to see at "The Promenade" mall in Saucon Valley. Scott said he was astonished by the assortment of Ferraris, Lamborghinis and other unusual cars that arrived for this event. A Facebook chat group named "Cars & Coffee Lehigh Valley" has been arranging these exotic-car cruise nights since last year. According to Facebook, their next "Cars & Coffee Lehigh Valley" event will take place on July 14th at the Steel-Stacks in Bethlehem, Pa. from 9AM to noon.

The feature of the May LVCC membership meeting was a slide show presented by Dick Weidner. While Dick was setting up his computer, Scott, Fred Scherzer, and Dennis Stamm discussed their experience with various welding systems, such as TIG, stick and gas. A demonstration of the vari-



Dennis Stamm's dream car: 1961 Sebring Spyder in its original configuration.



The original Chevy V8. 1917 Chevrolet D Series. 288 cubic inches. 55 horsepower.



ous techniques may make a good tech session at some point in the future.

Dick's presentation included photos he had taken at the GM Heritage Museum in Detroit. The shots included a marvelous assortment of GM production cars and dream cars, including most of the very-famous Corvair show cars, of course. But there were many, many others. GM cars from the 1920s, 30s, 40s and 50s are well represented at the museum and were shown among the photos in Dick's slide presentation.

In addition, Dick showed us photos of an original D Series Chevrolet phaeton equipped with a V8 engine. Most people think Chevrolet's first V8 was offered to the public in 1955; the 265 cubic inch small block. But the very first V8 Chevrolet-the D Series-was introduced in 1917!

This was back in the days when Louis Chevrolet still exercised control over the design of cars bearing his name. Although Chevy was manufacturing some small cars at the time, Louis preferred high-quality touring cars, and the big 1917 V8 was his crowning achievement.

GM President William Durant would have none of it. He wanted to position the Chevrolet Motor Division as GM's answer to the economical Model T Ford. The V8 was taken out of produc-

tion within a year, and there were no more V8 Chevrolets until the small block arrived nearly 37 years later.

Dick's presentation also included photos he had taken during a tour of the Pratt & Miller Corvette Racing shops located in Michigan. With assistance from Chevrolet Racing and GM Powertrain, the Pratt & Miller team has achieved international success in the 24 Hours of Le Mans, the world's most prestigious sports car race, with seven class victories and an overall win in the Rolex 24 at Daytona. Their competition includes factory-supported teams representing Ferrari, Porsche, BMW, Aston Martin, and Lotus.

SEE YOURSELF "IN THE HEADLIGHTS"

At our May meeting, Dennis Stamm suggested the we revive the "In the Headlights" series of articles for our newsletter. Each month, the column presented a story or bio on a different member of the club. This helped the members get to know each other better and to share stories about their Corvair adventures through the years. Dennis noted that LVCC has acquired a number of new members since those days, and we should do more to get to know them, and to help them know us. In keeping with his proposal, Dennis presented his own "bio" at the meeting

which we gladly published right here, in this issue of The Fifth Wheel!

Come on and tell us how you got into Corvairs! Put together some notes about yourself. Email them to Al Lacki, our newsletter editor. He'll be happy to fix up the spelling or grammar so that everybody will think you are related to Shakespeare! Or better yet, let Al interview you on the phone or during one of our meetings. We can make you an "In the Headlights" star!

NECC UPDATE

By the time you read this, the NECC Corvair Olympics, scheduled for June 19 through 21, may be in the history books! So far, 35 drivers have registered for this three-day event, which will include time trials, drag racing and autocross. The cars include everything from near-stock Corvairs to V8 Corvairs, as well as an assortment of Corvettes, Miatas, and BMWs.

Big announcement! It's official! NECC will be running time trials in our own territory, at Pocono International Raceway on September 24. The contracts have been signed and NECC will begin advertising this event right after the Olympics.

LVCC is one of the several NECC member clubs!

The Pratt & Miller Racing Team in action. Our May meeting included a slide presentation showing many photos of the Pratt & Miller shops and custom-built race car trailers. A first-class operation all the way!



LVCC Calendar of Events!



Friday - Sunday, June 21-23, 2013 :::: Carlisle GM Nationals.

Carlisle PA Fairground, 1000 Bryn Mawr Rd., Carlisle, PA. One of the largest and most diverse of General Motors events. The show field will be loaded with top quality restored classics, original muscle cars and modified high-performance new models. Buckle up for: autocross action, indoor displays of concepts, customs, performance and historic vehicles; NHRA drag racing; industry guests; activities for the kids; as well as vehicle and engine giveaways. <http://www.carlisleevents.com/events/gm-nationals/index.asp>

Saturday, June 22, 2013 :::: AACA Museum Car Show & Flea Market & Cruise In.

Hershey, PA. 18th Annual at the AACA Museum. Route 39, 161 Museum Drive. Zip: 17033. Rain or Shine. Show 8:00 AM - 3:00 PM with Cruise In at 3:00 PM - 7:00 PM. Show is open to all pre-1985 vehicles including antiques, classics, street rods, trucks, buses, motorcycles and sports cars! Dash plaques to the first 200 vehicles. Pre-registration \$10.00, Day of Show Registration \$15.00, flea market spaces \$25.00. Museum admission is \$10.00 for Adults, \$9.00 for Seniors (61 & older), \$7.00 for children (4-12 years). <http://www.aacamuseum.org/events/> 717-566-7100 ext 101

Sunday, June 23, 2013 :::: Disabled American Veterans Car Show.

Location: Warren County Fairgrounds. Route 519, Harmony Township, Belvidere, NJ 07823. Time: 12 Noon to 7:30 PM. This event will raise funds to help and assist disabled United State veterans. It will include a vintage car and motorcycle show, hot air balloon riders, flea market, pony rides for kids, a live band, food booths, and more. Sponsored by the Warren County Chapter of the Disable American Veterans, Lions Club, and Knights of Columbus Council #474. Contact Paul Dormida at (908) 454-4316.

Wednesday, June 26 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.

Saturday, June 29, 2013 :::: Cars in the Gap Car Show.

Delaware Water Gap, PA - Saturday - 10th Annual "Cars in the 'Gap" PA Car Show at LTS Field, Route 611 South (Main St.). Zip: 18327. Show 9:00 AM - 4:00 PM. Registration 8:00 AM - 12:00 Noon. Pre-Registration \$10.00. Railroad Station open house vendors on-site food, car corral, live music and entertainment ,free roving Water Gap trolley, fine arts and crafts, dash plaques to the first 110 registered, 20 Classes, 1&2 place in each category. \$100.00 award to club with the most entries. Sponsored by the Delaware Water Gap Classic Car Club. E-mail: info@dwgccc.org e-mail: tgaughan@ptd.net or e-mail: tcornelius2@verizon.net or <http://www.dwgccc.org/> Terry Gaughan 570-269-2132

Thursday, July 4, 2013 :::: Quakertown's 33rd Community Day Car Show.

Quakertown's 33rd Community Day Car Show Memorial Park on Mill Street, Thursday July 4, 2013. Rain date Saturday July 6th. 3 Bands, games for the kids, Firemen's water battles, food stands. Spectators; Free. Registration 8 AM to 12 Noon. Awards 3 PM. NO VEHICLES NEWER THAN 1988. Best of Show Stock And Modified Trophies plus 20 trophies in other categories. Free registration and preferred parking for cars 1929 and older. Dash plaques to first 200 cars. No flea market. Show car admission: Pre-registration \$5 by June 15. \$10 Day of Show <http://www.freewebs.com/communitydaycarshow/>

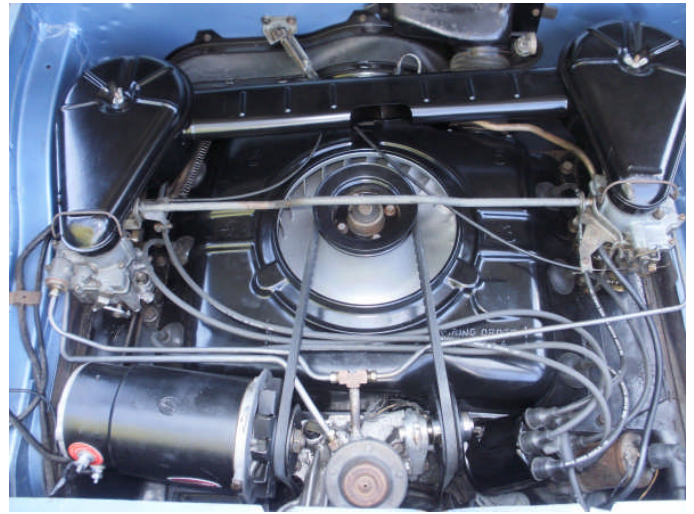
Sunday, July 7, 2013 :::: McAdoo Antique Classic Special Interest Car Show.

McAdoo Little League Field, McAdoo, PA. Annual car show, vendor space, and car corral. Trophies for 1st, 2nd & 3rd places in all classes. Music and food. 245 vehicles entered last year's show. Registration from 8 AM to Noon. Judging starts at 1 PM. Awards at 4 PM. Rain or shine. Contact Louis Kotsko 570-401-1198 for details.

Friday - Sunday, July 19-21, 2013 :::: Super Chevy Show at Maple Grove.

Mohnton (Reading), PA - Super Chevy Show at Maple Grove Raceway, 30 Stauffer Park Lane Zip: 19540. Three days of Chevy drag racing and car show. Drive 'em wild - Bring your Corvair! <http://www.maplegroveraceway.com/> or <http://www.superchevyshow.com/> 610-856-9200

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: 140 motor block, bare with all head studs. Came out of a 1965 Corsa with 4 speed trans. The block number is T1216RB. Best offer takes it. Contact Carl Moore. Email moo568@dejazzd.com.

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 June 26, 2013

Mail Dues to:

Lehigh Valley Corvair Club
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Northampton, PA 18067

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