



the fifth wheel

OCTOBER 2013

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

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Changing of the Guard at LVCC!

We are very happy to announce that we have a new President and Vice President for our club! Dennis Stamm and Fred Scherzer accepted nominations to run for office and were duly elected by the members at our September business meeting. Congratulations to Dennis and Fred, and thanks for stepping up to the plate!



President Dennis Stamm and Carl Moore enjoy a moment at the Fleetwood Car Show while Secretary / Treasurer Dick Weidner and Vice President Fred Scherzer checkout the contents of the cargo area in a Rampside.

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.

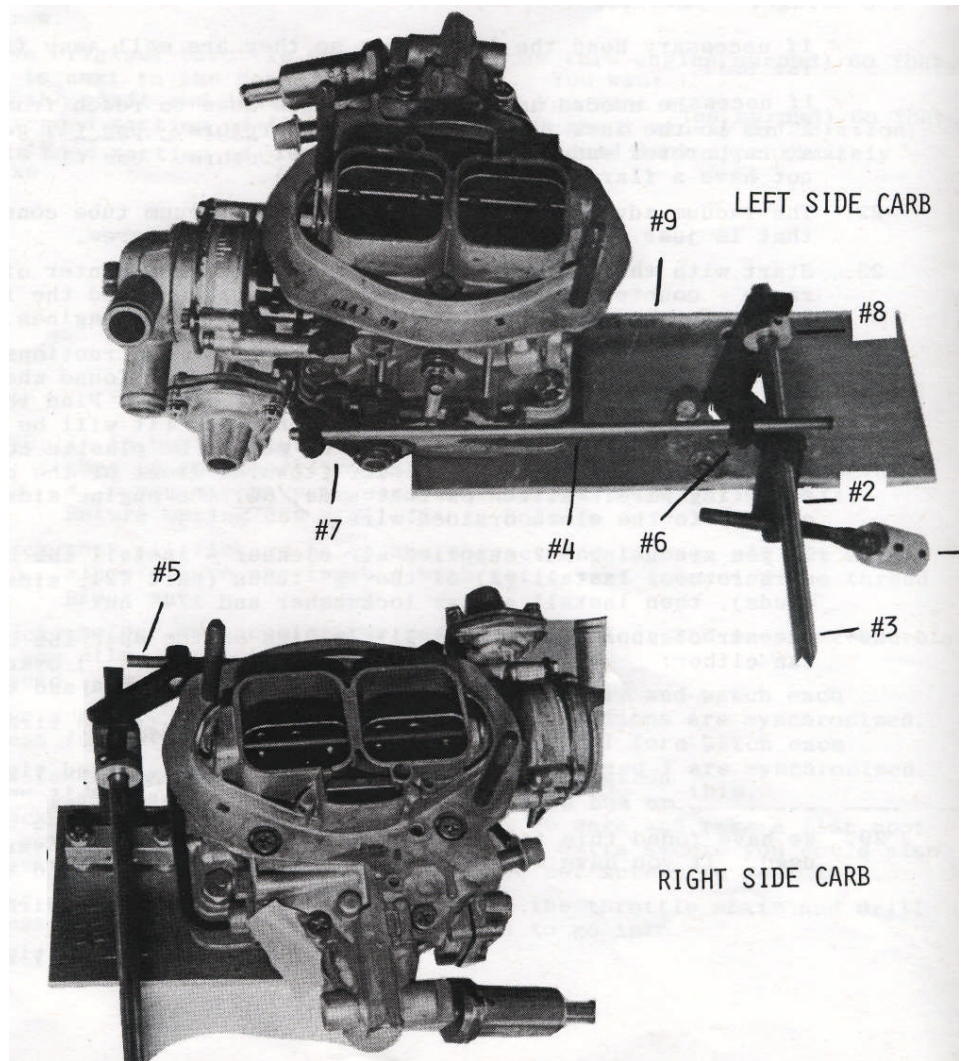
LVCC is one of the many regional chapters of the Corvair Society of America (CORSAs), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. LVCC caters to Corvair people who live 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.

CLARK'S ULTIMATE CARB KIT.

A number of years ago, Clark's Corvair offered an "Ultimate Carb Kit" for 2-carb and 4-carb Corvairs. Clark's claimed "this to be the best carburetion system we have ever used".

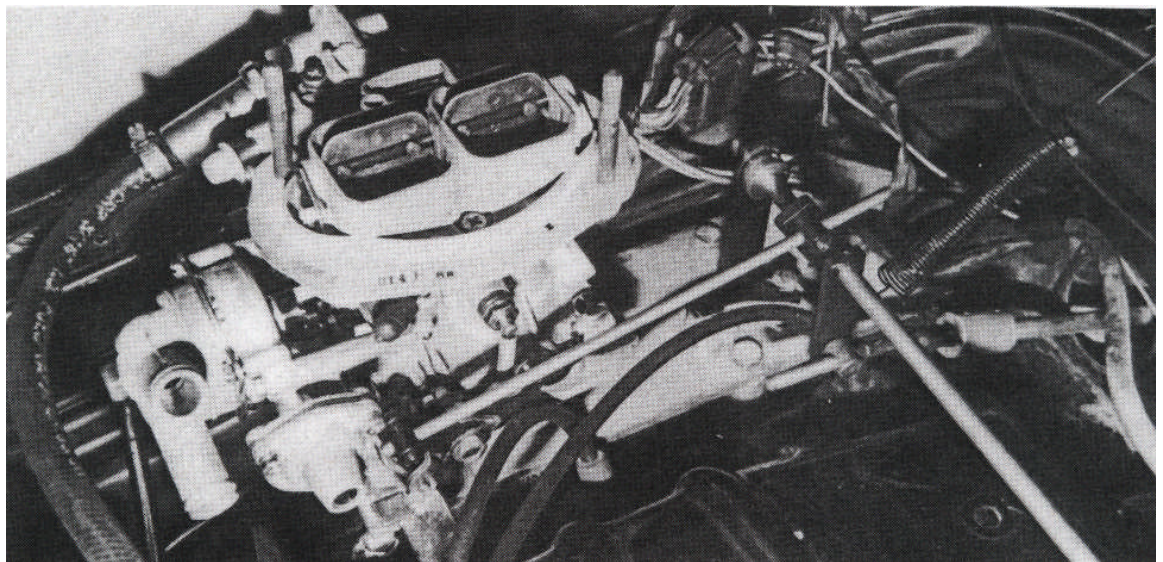
Corvair owners love to tinker with their cars, and ever since the beginning, aftermarket suppliers like Weiand, Offenhauser, EMPI, and IECO have offered kits for installing center-mount 2 and 4 barrel carbs on Corvair engines. A single center-mount 4-barrel carb certainly adds plenty of extra flow capacity and eliminates the need to synchronize the linkages, but these systems are also known for poor low-end throttle response, bogging due to over-carburetion, and icing.

But the Clark's kit was different. Instead of using one center-mount carb, it consisted of two Holley 5200 carburetors, adapter plates, and linkages. The carbs were mounted directly on the cylinder heads, giving snap-throttle response, just like the stock setup. And Holley 5200 carburetors were commonly available, having been used by Ford, GM and Chrysler on Pintos, Vegas, Omnis, and a bunch of other 4-cylinder cars. Say what you will about



Above: Pictures from the Clark's Ultimate Carb Kit installation booklet. Each of the Holley 5200 carbs is mounted to an adapter casting, which in turn, is mounted to a plate which serves as the base for the linkage.

Here is the left-side carb and adapter installed on the cylinder head. The adapter plate enabled the kit to be installed on 2 and 4 carb engines. It came complete with linkages, fuel hoses, gaskets, and air cleaners.



American economy cars of the 70's, but those equipped with Holley 5200s suffered few carburetor problems until they were loaded up with emission controls in the later years.

Stock Corvair HV carbs are flow-rated around 100 cubic feet minute (CFM) at 3 inches of mercury. With a two-carb engine, that translates to 200 CFM; with four carbs, 400 CFM. Now, whether they actually flow that much depends on whether the engine can actually digest that amount of air-fuel mixture, but if nothing else, the CFM ratings provide a good indicator of potential performance.

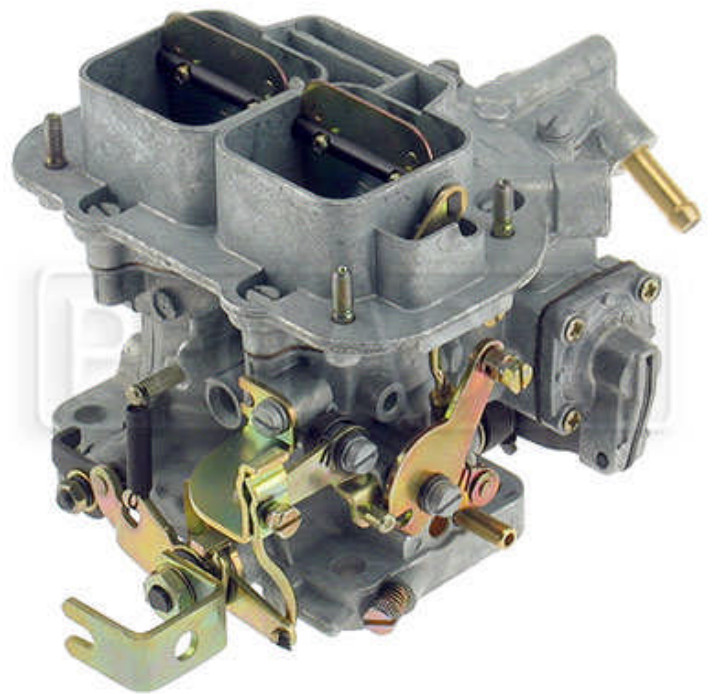
In comparison, Holley 5200 carbs are flow-rated anywhere between 235 CFM to 270 CFM at 3 inches of mercury. A pair would be twice that: say 500 CFM. But the Holley 5200 is a progressive two-barrel carb, and so, it's roughly comparable to having four Rochester HVs with progressive linkage, which of course, is the stock 140 Corvair setup. The Clark's Ultimate Carb Kit offered a bit more carburetion than the four Rochesters.

What do we know about Holley 5200s? Well, they share nothing in common with the big Holley 4-barrel carbs, so don't judge them on that basis. The Holley 5200 was a license-built copy of the Weber 32/36 DFAV 2 barrel (2 venturi) carburetor. The name "Weber" conjures up images of those big three-barrel 40 IDA carbs found on Porsche 911s, but they are nothing like that, either.

Holley 5200s and Weber 32/36 carbs look like conventional downdraft two-barrel carbs. They run on the smaller venturi for better economy and throttle response until the throttle is pushed down to about half way, at which point the larger throttle starts to open. At full throttle both barrels are wide open. They are known for high fuel-economy, good top-end power, reliability, availability, and they are tunable. They are popular replacements for stock carbs on 1980s Japanese compacts, MGs, Austin Mini Coopers, and more. And the Weber versions are available with electric chokes, too – making these carbs suitable for street Corvairs.

You can probably still find Holley 5200s in junkyards for a song. At the other end, you can still purchase brand-new Weber 32/36 carbs online for about \$200 apiece. And if you have really deep pockets, you can buy race-prepared Weber 32/36 carbs from Pegasus Auto

Holley 5200s are clones of Weber 32/36 DGV carbs and were manufactured under license by both Holley and Motorcraft. Dozens of kits are available for installing them on various makes and models of cars and small trucks.



Racing Supplies, Inc. for \$629 apiece! Ouch! Of course, you don't have to opt for the racing-version, and there are plenty of parts houses that sell jets, gaskets, and all other parts for these carburetors.

So, if these carbs are so good, why did Clark's stop selling the conversion kits for them? According to Cal Clark, the cost of the kit, with two new carbs, was simply a non-starter. In other words, the kits cost more than Corvair owners were willing to pay.

There's another side of the story, too. The adapter plates, linkages, and fittings supplied with the kits probably work just fine, but they aren't show quality. We know of one Corvair enthusiast who bought the kit, examined the contents, and sent it back for that reason.

It's also true that many Corvair enthusiasts abhor upgrading any component of their cars and regard the Rochester HVs as superior to any aftermarket modification. When one Corvair enthusiast inquired on the message boards about his recent acquisition of a pair of Holley 5200 adapters, a responder replied, "Let's just say there's a reason they are not on an engine..." At the other extreme, another Corvair enthusiast wrote that his Corvair Corsa is equipped with the Clark's Ultimate carb kit and it runs great!

Clark's now sells Ted Brown's throttle-body fuel injection kit for Corvairs for owners who want the best. The fuel injection kit is expensive, but it appears to be a beautiful kit with a big leap forward in terms of technology.

Nevertheless, for a Corvair person who is tired of fiddling with Rochester HV carbs, a pair of Weber 32/36 carbs with a clean cable linkage system may be just satisfy the need to tinker and possibly improve his car's performance.

Randy Kohler Makes the CORSA Communiqué!

Did you see the inside cover of the October Communiqué? The whole page is devoted to this year's Das Awkscht Fescht, complete with photos and an article written by LVCC member Randy Kohler! Check it out!

Corvair Days at Hershey.

Dennis Stamm, Jason Hewitt, and Carl Moore participated in Central Pennsylvania Corvair Club's Corvair Days event in September. This annual event is held on the grounds of the impressive AACA car museum in Hershey, PA. Activities include a car show, museum scavenger hunt, banquet, and more. Dennis reports that the show on Saturday consisted of 8 late Corvairs, 9 early Corvairs, 1 Yenko Stinger, and 1 For-

ward Control Corvair. Joe Daransig owns the Stinger. Dennis said he bought 4 wire wheel hubcaps from Joe at a good price. He was not aware if they had the rally that was mentioned in their ads.

Allan Lacki, In the Headlights!

The Corvair high-beams are shining on LVCC member Allan Lacki this month. Currently our newsletter and website editor, Al joined LVCC in 1998, dropped out, and then re-joined in November 2009. He has been active in our club ever since. A self-admitted frustrated engineer and would-be car designer, Al recalls his passion for Corvairs as follows:

This Corvair thing started when I was twelve years old....

Tom Wells posted this photo of his Corvair engine on the Corvair Center forum a couple of years ago. It is equipped with two Holley 5200 carbs. It appears to be the Clark's Ultimate Carb Kit. The installer fabricated steel fuel lines to replace the rubber hoses that came with the kit. Our editor, Al Lacki, is attempting to reach Tom to gather more information for our next LVCC meeting.



In August 1965, my brother and his girlfriend, Janice, invited me to the Giants/Eagles pre-season football game at Princeton University Stadium. To get there, they decided to take the train from Newark, New Jersey to Princeton Junction. I came along.

Before we boarded, Janice did me a simple favor: She took me to the newsstand at Penn Station and bought me two magazines to keep me occupied during the trip. I picked them out. One reflected my own years gone by: Car Model magazine. The other pointed to my future: the September issue of Car & Driver.

On the front cover of that magazine, there was a picture of a new Corvair surrounded by after-market performance parts. Inside was a glowing article on the Fitch Sprint, a hot-rod version of the Corvair Corsa. We boarded the train and pulled out of the station. As I sat in the passenger coach, thumbing through that Car & Driver, I became convinced that the new Corvair was the best car money could buy.

In junior high school, my friends and I used to borrow Chilton auto repair manuals from the library, and we'd pore over all the photos showing how to disassemble and reassemble car engines. None were as fascinating as those illustrations of the innards of Corvair powertrains! All those air-cooling fins! A built-in oil cooler! Twin carbs! Such technology!

How I ached to have a Corvair! I actually conned my dad, who was a Buick man, to go to the local Chevy dealer to take a test drive in a used 1965 Corvair Monza coupe. Mom refused to drive dad's '62 Buick because it was way too big. A Corvair was just the right size for mom, and dad would buy it for her, I was sure I could make it mine instead some day! So off we went to the Chevy dealer. But during the test drive, Dad took the 'Vair up a long steep hill, and by the time we got to the top, it was billowing oil smoke from rear of the car. The salesman swore up and down that it just needed oil seals, but my old man wasn't impressed. No Corvair for Mom. No Corvair for me. My dream of having a Corvair at my disposal would be put on hold. Ugh.

Five years later, I got my driver's license and I started looking for a set of wheels. I had read Ralph Nader's book but it didn't scare me. I remembered that old issue of Car & Driver. I knew I had to have a street-worthy 'Vair.

Buying a Corvair in 1970 was like buying a Yugo today. My neighborhood Chevy dealer shipped his entire stock of Corvair service parts back to GM because, although Corvairs had

been out of production only one year, he "didn't want anything to do with Corvairs." So much for customer service. Luckily for seventeen-year-old punks such as myself, it was this kind of popular rejection that made Corvair the used car bargain of the century!

A friend of mine visited another Chevy dealer and spotted two 1965 Corvairs sitting in the wholesale lot, a block away from the showroom. One of the cars was a loaded Midnight Orchid Monza 4-door Powerglide, with air and white upholstery, but it was pretty well worn out. The other was a plain 500 coupe, with only 23,000 original miles. It had a few minor dents and it didn't run very well. The sales manager agreed to sell me one, providing that I waived any right to a warranty. I bought the 500 coupe for \$300. My plates: SUE-718. Suzy Corvair was born.

It didn't take long to get Suzy Corvair running on all six cylinders. The engine maladies were limited to a couple of broken rocker arms. A set of poly locks ensured that the valves would remain adjusted. Reliability had been achieved.

A year later, I had the dents taken out by a local body shop. After repeated applications of Turtle Wax and Lemon Pledge, the Tahitian Turquoise paint assumed its rightful shine.

Then came the after-market performance parts: trombone exhaust extractors, quick ratio steering arms, heavy duty oil cooler, bucket seats, auxiliary gauges, and belted tires. I drove Miss Suzy to the limit on every winding road I could find, apexing the turns in four-wheel drifts. (That was easy to do with bias-ply tires!) Suzy Corvair stuck to the road and handled just as well as Car & Driver had promised.

Time and years went by, and I sold Suzy Corvair. But you can't forget a first love, even if it's just a car. Night after night, I dreamed about walking into the garage and finding my shiny Suzy Corvair waiting for a drive. And I'd swing open the driver's door to get in. And then I'd wake up. There was only one cure.... I needed to have a Corvair again. And that's why there's another very real Corvair parked in my garage today.

September Meeting Notes.

We got a big surprise when we arrived at the LANTA Community Center for our September meeting. Our meeting room was still under construction, so we were reduced to conducting our meeting in the hallway!



Big Al Lacki hams it up while installing valve covers on Ken Schiffner's spare Corvair engine.

Luckily, after a half-hour or so, one of the kind folks in the building took pity and opened up the downstairs training room for us. And so, we had a comfortable place to conduct our business, courtesy of the Lehigh and Northampton Transportation Authority.

Allan Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm, and Dick Weidner were present. Five of the members arrived in their Corvairs.

Dick Weidner opened the meeting with the minutes from August and a report on the club's checking account. At the end of July, the balance was \$1,372.94. Since then, we received \$131 in dues revenue and spent \$19.87 for newsletter expenses. The balance as of the September meeting was \$1,484.07.

We then proceeded to nominate and elect Dennis Stamm and Fred Scherzer for President and Vice President. Dick Weidner conducted the proceedings, consistent with his position as Secretary of the club. Dennis and Fred were elected unanimously.

Dennis encouraged everyone to volunteer for our "In the Headlights" articles for our newsletter. There's no need to be bashful; we'd love to read about your passion for Corvairs!

The big topic of discussion was vermin in Corvairs! Jerry Moyer recalled his encounter with a raccoon, who had made its home in an old Corvair that he was inspecting for a friend. Fred Scherzer remembered working on an early Corvair that had an active bees nest nestled beneath the louvers in the deck lid. A rabbit pounced on Dennis while he was removing a Corvair starter. The rabbit was apparently hiding on top of the differential, next to the starter, when Dennis began disconnecting the wires. The bunny didn't hurt Dennis. He hopped away as fast as he could. But it was an experience Dennis would never forget!

There were many other topics of conversation during the meeting. Dick Weidner described how he repaired the points plate for his Pertronix unit. Fred Scherzer said he has tried an MSD ignition unit but replaced it with a Pertronix II. Al Lacki brought up the possibility of installing a GM HEI distributor, from a straight-6 Chevy or a V-6 Buick, into a Corvair. Come on out and trade your stories with us at our next LVCC meeting!

Our Next LVCC Meeting!

Our next meeting will take place at the LANTA Community Center, (our usual place) on Wednesday, October 23 at 7:30 PM.

Are You Paid Up?

LVCC dues are due every August. They are a mere \$15 per year, and if you're a member of CORSA, the dues are even less. Only \$10 per year!

Please take a look at the list below. If you're paid through August 2014, we thank you! On the other hand, if you're paid through August 2013, then please renew your membership by dropping a check in the mail for us.

The list was current as of September 25. If you have paid since then, don't worry. You can rest assured that we received your payment. And if you're late, never fear. We won't kick you out of the club! But we really need you to pay up eventually.

We don't hoard the money we collect. The size of our checking account hasn't grown in years. Your dues defray the expenses we incur to prepare, print, and mail our newsletters. From time to time, we have other incidental expenses. We do our best to use your money wisely.

FIRSTNAME	LASTNAME	PAID_THRU
Gary	Ganssle	8/1/2014
Wesley	Heiss	8/1/2013
Jason	Hewitt	8/1/2014
Keith	Koehler	8/1/2014
Randy	Kohler	8/1/2014
Allan	Lacki	8/1/2014
Allan	Lacki	8/1/2014
Larry	Lewis	8/1/2014
Gerald & Kathy	Lopez	8/1/2014
Joseph	Lynch	8/1/2014
James	Mc Nalley	8/1/2013
James	Mc Nalley Jr.	8/1/2013
Carl	Moore	8/1/2014
Jerry	Moyer	8/1/2014
Bill	Nenow, Jr.	8/1/2013
Scott	Oberholtzer	8/1/2014
Ronald	Peles	8/1/2014
William	Remaly	8/1/2013
David	Riddle	Charter
Jonah	Rodriguez	8/1/2013
Fred	Scherzer	8/1/2014
Paul	Shade	8/1/2014
Garry	Smith	8/1/2014
Dennis	Stamm	President
Curtis	Stone	8/1/2013
Wayne	Troxell	8/1/2014
Joe	Turner	8/1/2014
Dennis	Weaver	8/1/2014
Richard	Weidner	8/1/2014
Sanford	Yoder	Charter

LVCC Calendar of Events!



Saturday, October 19, 2013 :: Touched By Cancer Car Show.

Location: Lehigh Valley Hospital Muhlenberg, 2545 Schoenersville Rd, Bethlehem, PA 18017. Time: 8:00 AM - 3:00 PM. Food, prizes, trophies and a "finality bell" commemoration. Rain date: October 20. Day-of-show registration fee: \$10. Proceeds benefit the Lehigh Valley Health Network's Hackerman Patz House. Come out and be part of something meaningful! <http://www.lonewolf-freespirits.com/CancerCenterCarShow.jpg>

Saturday, October 19, 2013 :: 4 Wheels for 4 Diamonds Car Show.

Location: Carlisle Fairgrounds, Carlisle PA, 17013. Time 9 AM to 4 PM. 4 Wheels for 4 Diamonds is a charity car show and fundraiser for The Four Diamonds Fund of Penn State Hershey Medical Center. Cost: No charge for spectators \$10 pre-registration \$15 day of show. To Register: Call Jaclyn Weyandt at 717-802-5576 or call Richard Weyandt at 717-802-5480. Website: <http://4dautoshow.wix.com/4wheelsfor4diamonds>

Sunday, October 20, 2013: Skippack International Car Show.

Location: Hotel Fiesole, 4046 Skippack Pike, Skippack, PA. Rain Date: Sunday, October 27. Activities include: car corral, car rally, junior auto show, food and beer, cartoon character, face painting for the kids, vendors, and prizes. Enjoy beautiful vintage automobiles in beautiful Skippack Village. Amazing autos are exhibited throughout the village, the center of activity is at the Hotel Fiesole parking lot. Time: 11:00 AM to 5 PM. **Contact:** 610.584.6004. Website: <http://www.iloveskipack.com/skipack-events-2013/>

October 20, 2013 :: American Legends Car Show at Long's Park.

Location: Long's Park, Rte. 30 and Harrisburg Pike, Lancaster PA, 176049. Fun show for Corvettes and all GM/GM powered vehicles. Stock, Modified, and Custom - Cars, Trucks, Vans, SUV's. There will be food, music, trophies, door prizes, 250 goodie bags, cash prize drawing, auctions, and fun. Time: 9 AM to 3 PM. Cost: \$15.00 pre-register, \$20.00 day of show. Not cheap, but set in a nicely-maintained wooded park. Sponsor: Lancaster County Corvette Club. To Register: Call Clyde W Mooney at 717-371-8964 or call Tom Henman at 717-330-2127. <http://www.lcccpa.com/>

Wednesday, October 23, 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, October 27, 2013 :: 37th Annual Kempton Old Car Show.

Location: Kempton Community Recreation Center, 83 Community Center Drive, Kempton, PA 19529. Registration from 8 AM to Noon. Eligibility: All cars, trucks, motorcycles up to 1992. Concessions, Live DJ, Car Corral, Indoor/Outdoor Flea Market. 9 classes w/ 3 awards each class, plus Directors award. Host by "Free Spirit" Chapter Buick Club of America. We are a proud supporter of Dream Come True! SHOW HELD RAIN or SHINE!! Prices not listed. Phone: (610) 377-6130. Website: www.buickfreespirit.org

Saturday, November 2, 2013 :: Vargo Dragway Annual Fall Car Show.

44th Anniversary of the closing of this famous drag strip. Location: AGA Farms, 1333 Elephant Road, Perkasie, PA 18944. Time: 8 AM to 3 PM. Price: \$15 per show car, \$5 per spectator car. Our friends from the Philadelphia Corvair Association will be there!

Sunday, November 3, 2013 :: Riegelsville Fall Roll-Out / 23rd Annual Car Show.

Location: Riegelsville Ball Park, Rt. 611, Riegelsville, PA. Time: 9 AM to 3 PM, Rain or shine. Price: No entry or registration fee for vehicles. Phone: 610-847-0801. Website: <http://riegelsvillekiwanis.org/wpr/events/2013-car-show/>

Next LVCC Meeting: Wednesday, October 23, 2013

LVCC Classified Ads!

FOR SALE. 1965 Corvair Monza Convertible. Unrestored. 110 hp. Powerglide. 88,000 miles. New convertible roof with back window. Original paint. With the exception of a few "cancer" spots in the usual places the body is in great shape. Easton, PA. Make offer. Call Gary Trigiani on (610) 442 1740 or Email beacon621@rcn.com

FOR SALE: 1965 Corvair Monza coupe. This car is almost mint and belong to a Long Island Corvair Association (LICA) member that lost his storage space. This is a 110 2-carb Powerglide. Over \$11000 invested in engine, exterior and interior. A "jewel" at \$6000. Text Matt at 631 748-1159. The car is available on Long Island, NY.

FOR SALE: Four Michelin X Metric 185/70Rx13 tires mounted on 5.5x13 5-bolt Corvair rims. DOT date code indicates the tires were manufactured in 2001. Used, but plenty of tread remaining. No punctures, no plugs, no patches. Never run flat. No dents in the rims. No rust on the rims. \$100 for all four. Call or email to arrange pickup. Contact Allan Lacki. Phone: (610) 927-1583. Email: redbat01@verizon.net.

FOR SALE: Two Winterhandler Ice & Snow 205/65Rx15 snow tires. DOT date code indicates the tires were manufactured in 2002. Used only one season. Plenty of tread remaining. No punctures, no plugs, no patches. Never run flat. \$10 for the pair. Call or email to arrange pickup. Contact Allan Lacki. Phone: (610) 927-1583. Email: redbat01@verizon.net.



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

Mail Dues to:

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