



the fifth wheel

MARCH 2014

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

ESTABLISHED 1976

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**"WITH PAYMENTS OF
ONLY \$39⁶⁴ PER MONTH,
OUR NEW CORVAIR WILL
ALMOST PAY FOR ITSELF!"**

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.

RON PELES DRIVING IN THE SNOW

Upon receiving our last issue of The Fifth Wheel, the one with Dick Weidner's snow-covered '64 Monza on the cover, LVCC member Ron Peles responded with an email about his own experiences with Corvairs in the snow. Here is what he said:

Receiving this today is quite appropriate as we have a foot of snow here in beautiful Stewartsville, New Jersey.

As a teenager and young adult, I drove a Corvair all the time, including my first couple of years at law school in Vermont. When it snowed, I would get into my Corvair and go out driving, finding unplowed sections of streets and roads to enjoy the Corvair's unbeatable traction.

In Vermont, the local roads were plowed occasionally but never salted. Only the interstates were salted because the "flatlanders" did not know how to drive in snow and on ice! The only thing dangerous about driving on the ice was not so much driving but parking. You had to find a level spot, or else the car would slide down and away from you!

I often drove my Corvair on unplowed dirt roads that would go far into the woods, just to "test" the car's traction. Never did I get stuck. Of course, I always had some sort of snow tires on the rear because the Vermont State Police would ticket you if you didn't.

I really miss that, but would never expose one of my Corvairs to the putrid and dangerous mix of brine and rock salt that now covers the roadways.

By the way, I think the old style headlights were much safer than the plastic covered halogens we have today just because they did get hot and melted at least some of the ice and snow. Today's lenses just get covered with ice, leaving you with much diminished vision.

Last Sunday, I attended the Philadelphia Auto Show and encountered snow on the way home, driving Gloria's 04 Kia Sorento, which is rear drive (open diff) and has a five speed stick. We put Bridgestone Blizzaks on that car every year on all four wheels – same set for the last 9 winters—and I have no trouble getting around and no slipping and sliding.

The show itself was a major disappointment. There were no concept cars on display. The exhibits gave the impression that touch screen controls are the next "big thing". Hey, how about showing us a new engine or suspension or wheels instead of sticking some half baked computer screen in the middle of the dash?

If we want safe drivers, we need safe cars. Eliminate distractions such as touch screens. Have a telephone disabler as standard in the car when the car is in gear. Eliminate automatic and automated transmissions so you have to think about driving at least a little bit (except for handicapped persons who demonstrate a need for an automatic). You will then see accident rates drop like a rock.

Can't wait for old car season!
Ron

CORVAIRS AND FIATS *By Al Lacki*

Back in the 1970s, there seemed to be a strange affinity between Corvair owners and Fiats. As our Corvairs wore out, some of us replaced them with Fiats, which were becoming quite popular in the late 1960s and early 1970s. Ron Peles and I were among the Corvair people who made the switch.

Fiats were sporty little cars back then. Just like Corvairs, they were inexpensive to buy, economical on gas, reasonably quick, and nimble on back country roads. They were fun to drive. But very, very fragile.

When Ron Peles and I get together, we

trade horror stories about our Fiats! Ron recalls that his Fiat Strada "was a disaster! I should have kept my 62 Corvair!"

I also came to regret my decision to trade my Corvair for a Fiat. My Fiat 128SL ate clutch cables like popcorn! Every 6,000 miles. In fact, my Fiat ate a lot of parts like popcorn. Distributor points – shot in 3,000 miles. Front brake pads – shot in 8,000 miles. Wheel bearings – shot in 15,000 miles. Transmission synchros – shot in 30,000 miles.

My Fiat's best trick was to intermittently stall out for an hour or so and then spring back to life, as if nothing had happened. This actually happened to me on the Pulaski Skyway in Jersey City, New Jersey. It was my one-and-only near-death experience.

But I have to admit, the Fiat was fun to drive, and if it had been more reliable, I might have a restored Fiat sitting inside my garage instead of a Corvair!

Believe it or not, Fiat enthusiasts remain among us. In fact, one of them, Shaun Folkerts, maintains a very large collection of restored and unrestored Fiats and Lancias in Berks County, PA. Last summer, he arrived at a large car show in Douglassville in an rip-snortin' all wheel drive turbocharged Lancia Delta Integrale sedan. This guy is serious about Italian cars. You can visit his website at: <http://www.fiatlancia.com/>

CORVAIR PERFORMANCE WORKSHOP REPORT

Every year, the Corvair Performance Group and Circle City Corvair Club sponsor a special event geared for Corvair racers. It spans two-days. The first day consists of tours of race car fabrication shops in and around Indianapolis, Indiana. The second day consists of show-and-tell presentations by Corvair racers from around the country.



Corvair Performance Workshop. Day 1. Tour of Advanced Racing Suspension facility.



Corvair Performance Workshop. Day 1. CNC milling machine in action at Advance Racing Suspension.



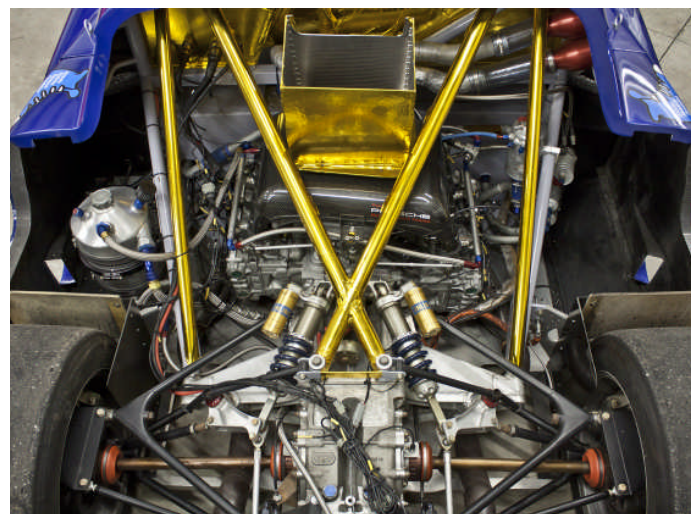
Corvair Performance Workshop. Day 1. Shock absorber going through cycle tests.



Corvair Performance Workshop. Day 1. Scratch-built roadster under construction at Fabcar Engineering.



Dave Klym, president and founder of Fabcar, with Corvair racers Norm Latulippe and Mike Levine.



Exquisite engineering is evident in this Porsche-powered Fabcar FDSC/03 prototype racer.

The presentations focus on engine modifications, suspension improvements, and similar topics of interest to the Corvair racing community. A number of Corvair vendors are also on hand to sell parts, including Corvair speed equipment and stock parts, too.

After putting it off so many years, I finally had an opportunity to attend this year's Corvair Performance Workshop and I am glad I did. Brian O'Neill and I drove to Indianapolis together in his big honkin' GMC pickup truck. Considering all the snow we had this winter, this was a risky proposition, but we were lucky. The weather was perfect.

Ninety Corvair speed geeks registered for this year's workshop, which began on Friday, March 7 and ended on Saturday, March 8. On the first day, we took a tour of Advanced Racing Suspensions' manufacturing facility. This company machines, assembles, calibrates, and tests custom shock absorbers for all kinds of racing cars. Shocks for off-road racers and dirt track sprint cars are their specialty. Advanced Racing Suspensions works with race teams to develop special valving to control bounce and rebound characteristics for each specific application. Each shock is tested on a "dyno" device that puts the shock through its paces, to ensure it meets specifications. The tour was given by Dan Ferland, who is the shop foreman. He took us to all the work stations in the plant where we saw every step in the process of manufacturing and testing shocks.

Then, a group of us tagged along with James Reeve, who arranged a tour of Fabcar Engineering's facility in Carmel, Indiana. Back in the 1970s, Reeve entered his Yenko Stinger in SCCA D-Production road racing as a privateer. He often beat factory-backed Triumph and Datsun factory backed teams and almost won the national championship in 1977. Through his racing exploits, he came to know Dave Klym, president and founder of Fabcar. Dave Klym is a veteran race car engineer who not only builds but also designs racing cars from scratch; his most famous being the Fab-

car FDSC/03 Daytona Prototype sports racing car.

Mr. Klym is no seat-of-the-pants fabricator. He designs his products using state of the art computer aided design software. During our tour, his crew was working on a couple of projects, including a scratch-built tube-frame sports car resembling a Lotus 7 but powered by a hemi-head Daimler SP-250 V8. Concurrently, his machinist was fabricating a custom engine-to-transaxle adapter of Dave's design on one of the shop's two CNC milling machines.

Our final stop of the day was Michael Leveque's "LeVair Performance Shop", where Mike showed us his line of Corvair specialty products, including his disk brake conversion kits for early and late model Corvairs. The shop was occupied by a fuel-injected air-conditioned Yenko Stinger, a TVR Vixen 2500, and the frame of a Rotary Mazda-powered Triumph Spitfire, all of which made for stimulating conversation.

Meanwhile, out in the street, Michael's friend Kevin Wilson was offering joy rides in his 3.1-liter Corvair coupe. I took advantage of this offer and blasted down the highway in front of the Leveque homestead. After a mile or so, I entered a parking lot to make a U-turn. As I exited the lot, I stepped on the gas, broke traction, and the rear of the car started coming around. At that point, I knew I was behind the wheel of the most powerful Corvair I had ever driven. My co-pilot, a young guy who was also at his first Corvair Performance Workshop, howled with delight as we blitzed through the gears passing everything in sight!

Bright and early the next morning, at 8:30 AM, we all arrived at the TKO Graphics manufacturing facility, where workshop presentations were given. Among other things, TKO Graphics makes and installs graphics design packages on Indy racing cars. The proprietors cleared out their large garage bay - more like an airplane hangar - for

us to use. There were plenty of folding chairs for everybody, and a large projector screen was set up in front of the audience. Chuck Sadek presided as the master of ceremonies and Seth Emerson operated the audio-video equipment.

There were nine presentations in all. Seth showed us how to install a collapsible Flaming River tilt steering column in early and late Corvairs. Ted Brown provided a slide show on the throttle-body fuel injection system, which he sells through Clarks Corvair Parts. Mike Levine did a show-and-tell session on the Saginaw / Corvette transaxle that he built for his 500 horsepower V8 Corvair. Mike Leveque showed-off his latest creation - a 3.6 liter Corvair engine with 94 millimeter Volkswagen cylinder jugs and stroker crank.

Other folks made presentations, too. Lunch was provided and the presentations kept us occupied until 4 PM in the afternoon. The day was topped off by a Tex-Mex buffet prepared by Tracy Leveque at the Leveque homestead in Anderson, Indiana.

Sunday morning, Brian O'Neill and I got back in his GMC pickup truck and slogged our way back home. I came home exhausted, but I enjoyed every minute of it.

Al Lacki for LVCC

NJACE SMALL PARTS AUCTION REPORT

LVCC members Jason Hewitt, Curt Stone, Bob Weideman, and Allan Lacki attended the New Jersey Association of Corvair Enthusiasts "Small Parts Auction" in Flanders, New Jersey on Saturday, March 4. Also in attendance was our club's first President, Ed Hoehe.

The NJACE Small Parts Auction is always a lot of fun because it gives us a chance to catch up with Corvair people from across New Jersey and Pennsyl-



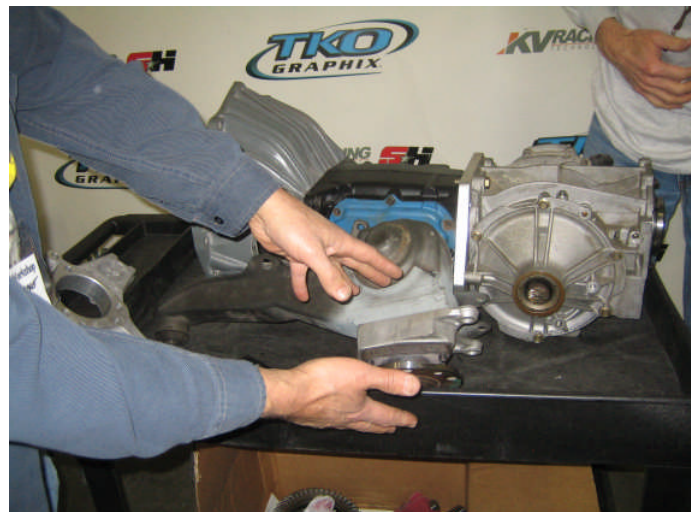
Corvair Performance Workshop. Day 2. Michael Leveque showing his experimental 3.6 liter engine.



Corvair Performance Workshop. Day 2. Seth Emerson explains Flaming River steering gear.



Corvair Performance Workshop. Day 2. Rick Norris gives tips on race car detailing.



Corvair Performance Workshop. Day 2 . Mike Levine and his heavy-duty transaxle for mid-engine 'Vairs.



Corvair Performance Workshop. Day 2. Shopping for Corvair parts at the vendor tables.



Corvair Performance Workshop. Day 2. Leveque track car. Performance personified.

vania. The auctioneers, Bob Marlow and Brian O'Neill, provide ample entertainment with jokes ranging from bang-zoom to awful groaners as they hawk the many parts being offered for sale. And to top it off, the pizza lunch was free.

As is the case every year, it's impossible to predict the kinds of parts that will be offered, but there is always a good selection. And many of them go for prices that are way, way below those being charged by the big Corvair vendors. For example, two pristine NOS Corvair gasoline tanks went for \$175 and \$170 apiece. A pair of NOS '66-'69 rocker panel moldings sold for \$150. A beautiful NOS 1960 rear grill went for \$125. And a full set of four NOS '66-69 wheel well moldings went for a mere \$90. There were plenty of used parts that sold at bargain prices, too.

NJACE holds this event every winter. If you have never been to one, you should consider going next year.

CORVAIR PERFORMANCE BOOK

Way back in 1964, a Corvair speed junkie named Bill Fisher authored a book named "How to Hotrod Corvair Engines". It included great tips not

only for increasing the horsepower of Corvair engines, but also improving the handling of early and late model Corvairs for the track. Although the book remained popular with Corvair enthusiasts for many years, it hadn't been updated since 1969.

Over the last 45 years, Seth Emerson of California has raced Corvairs in just about every type and class of racing in which they run, including SCCA autocross and road racing, drag racing, and rallying. Seth is well-respected among Corvair racing enthusiasts, and so it was quite fitting when he took it upon himself to update Bill Fisher's book.

The result of Seth's effort is a new publication named, "Performance Corvairs, How to Hotrod the Corvair Engine and Chassis", by Seth Emerson and Bill Fisher. Topics addressed in the book include carburetion, fuel systems, ignition, exhaust, cylinder heads, camshafts, pistons, cylinder boring, lubrication, cooling, gearing, brakes, wheels, and tires, and more.

Interested? You can read a sample of the book's contents online. Here is the link: https://californiabills.com/pdfs/performancecorvairs_Sample.pdf

If you like what you see, you can order a complete copy of the book online too at <https://californiabills.com/>

LVCC MEETING NOTES

The snow finally held off so we could hold a membership meeting! Hurray!

LVCC President Dennis Stamm chaired our first meeting of 2014 on Wednesday, February 26. Attendees included Randy Kohler, Allan Lacki, Fred Scherzer, Larry Lewis, and our newest member, Bob Weideman.

Dick Weidner read the minutes of our prior meeting and reviewed the status of the club's checking account. The current balance is \$1,422.98.

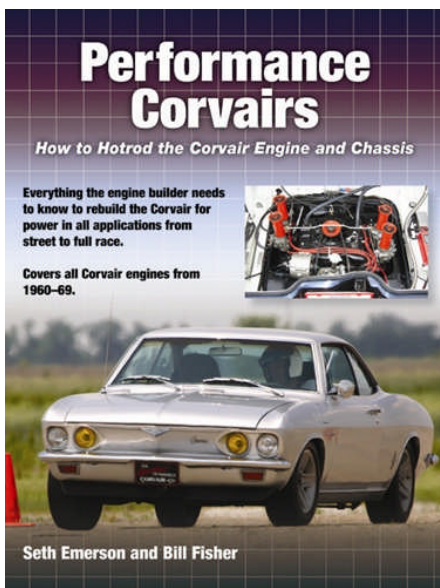
Bob Weideman introduced himself, and of course, the other members prodded him about his Corvair. Bob owns a 1962 4-door Corvair 700 sedan with roof rack. In fact, he brought it to the meeting. He lives in Bethlehem, works at Old Castle Concrete, and is also an active member of the Philadelphia Corvair club. It was great to have him in attendance at our February meeting!

Randy Kohler announced that he has sent in the paperwork to ensure that LVCC has a Corvair section at the 2014 Das Awkscht Fescht Car Show, which will be held in August. This is LVCC's primary annual event, and we thank Randy for making the arrangements every year.

Larry Lewis posed a question to the group about using diesel engine oil in Corvairs. The advantage of diesel oil is that it typically has a higher concentration of phosphorus than modern gasoline engine oils. Phosphorus compounds, such as ZDDP, are not necessary for engines with roller cams, but help to protect engines with standard tappet cams like those in Corvair engines. Al Lacki said that he used Shell Rotella in his Corvair for several years with no ill effects. Randy Kohler surmised that diesel engine oil needs to be higher in quality than oils formulated for gasoline engines. Dick Weidner agreed, pointing out that the main bearings in a diesel engine are subject to higher shock loads.

This is not to say that diesel oils are the only kind suitable for older engines. Al Lacki said he is currently using Brad-Penn oil in his Corvair. Dick Weidner said he uses Castrol Synthetic with a shot of Lucas oil treatment. Dick puts a considerable number of miles on his Corvair every year.

Randy started a discussion about gasoline heaters, like those installed by Chevrolet in 1960 Corvairs. Dick Weidner said he has owned two Corvairs over the years equipped with gasoline heaters. He pointed out that the heaters are equipped with a solenoid-controlled fuel valve, a thermal



overheat switch, and a drain tube to prevent inadvertent ignition of any atomized gasoline that may be in the heater's combustion can. When the heater is turned off, the combustion air blower continues to run until the unit cools sufficiently. Randy said this sounds very similar to the combustion system on a household oil heating system. An illustrated manual is available on the CORSA website at: <http://www.corvair.org/chapters/corvanatics/files/documents/manuals/GH/GH-I.pdf>

Corvair Gossip! LVCC member Curt Stone sold his Aztec Bronze Corsa and replaced it with a '69 Corvair Monza convertible. PCCA member Larry Asheuer sold three of his Corvairs, including a 1960 Monza, a Pro-Street V8 drag racer, and his yellow Rampside. Randy Kohler has located an unfamiliar but decent Rampside in Slatington parked under an aluminum canopy. Perhaps we can reach out to the owner some day.

Dick Weidner capped off the meeting by showing a pair of videos on his computer. The first video was an episode of the TV show known as "My Classic Car". The show was recorded at the St. Louis CORSA Convention and gave a very favorable review of the Corvairs on display.

The second video was also a TV show. It was an episode of "Motorsports Unlimited", which was telecast locally in the Chicago area. It featured a visit to Larry Claypool's "The Vair Shop" by a troupe of not-quite-ready-for-Vegas show girls, accompanied by a motorhead host named Bill Wildt. The opening scene consisted of the girls arriving at The Vair Shop in an open-top Monza convertible with their feather boas waving in the air! Curious though the format may have been, Bill

Wildt turned out to be a great Corvair enthusiast, and with Larry's help, demonstrated all the wonderful features of our favorite car. The lovely ladies cooed in admiration of their host's automotive expertise and fawned over the various Corvairs on display! The show was goofy but entertaining all at the same time. Our thanks go out to Dick Weidner for sharing his videos with us!

After the videos, the meeting was adjourned. Come on out to our next LVCC meeting! Wednesday, March 26, 2014 at the LANTA Center in Allentown!

BRAND NEW THERMISTORS?

Corvair Spyderys and Corvair Corsas had a special gauge package that included a cylinder head temperature gauge. The sender unit for this gauge is a thermistor manufactured by AC Delco. It is mounted on the bottom side of the left cylinder head. Although they are protected by the engine tin, they are prone to breakage, and because they weren't installed on all Corvairs, they are very rare today. Prices for used thermistors range between \$50 and \$100.

Most aftermarket cylinder head tem-



Factory AC Delco thermistor with the original box. Currently offered on eBay for \$399.99!



Here is Bill Wildt with his troupe of show girls from "Motorsports Unlimited". Wildt produced more than 1,000 episodes of this show, including one at The Vair Shop in Illinois. You can still buy a copy of the Corvair episode. The complete catalog is available on Bill's website at <http://www.msutv.com>



These photos show the Rochester 3080-38 thermistor for air-cooled piston aircraft engines. Can it be used as a replacement for thermistors used on Corvair Spyderys and Corsas?

perature gauges, like those offered by Westach and VDO, use thermocouple devices instead of thermistors to measure temperature at the head. But thermistors react faster to changes in temperature, and that is why Chevrolet selected thermistors instead of thermocouples for Spydres and Corsas.

It is not possible to use an aftermarket thermocouple sender with a Spyder or Corsa cylinder head gauge. It simply won't work. To make matters worse, AC Delco stopped making thermistors for Corvair gauges many years ago. That is why Corvair guys pay big bucks for the thermistors today.

At the Corvair Performance Workshop, Ken Hand of Handy Car Care was vending Corvair parts, and he had a small box of thermistors for sale. Two of them appeared to be brand new, but they were not marked with the AC Delco brand.

So I asked Ken, "I thought NOS ther-

mistors are unobtainium?" He laughed and replied, "Well, you have to know where to get them. They're expensive, but they are out there". Ken sells them for about \$200 apiece.

Before he established his own Corvair business, Ken Hand obtained his FAA Airframe & Powerplant license and worked on aircraft for 18 years. This got me thinking...

On Page 7, you will see two photos of a brand new Rochester 3080-38 aircraft engine thermistor probe. These are available from a number of aviation supply houses. Prices range from \$80 to \$150 apiece. You have to shop around for the best price.

The threaded portion of the thermistor body is 3/8 inches in diameter with a 24 pitch fine thread. This is the same diameter and thread as the stock AC Delco unit.

The Rochester 2080-38 temperature

range is 250 to 550 degrees Fahrenheit, which is about right for a Corvair engine. And according to the literature, the Rochester 3080-38 thermistor replaces AC Delco thermistor Part Number 1514340 when used in combination with an 82 ohm resistor.

AC Delco 1514340 thermistors were commonly used in small aircraft engines. The Corvair thermistor was AC Delco Part Number 1514341. The numbers are off by just one digit.

I should point out that this part is manufactured by Rochester Gauges of Dallas Texas, which is NOT the General Motors subsidiary that made Rochester carbs! Rochester does not sell to the public, but instead, sells through selected jobbers.

But it begs the question: Is this a suitable replacement for the Corvair thermistor?



LVCC Merchandise!



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

Clark's Corvair Parts®
400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com



Our 41st Year!

Get the New 2013-2018 Catalog
If you did not get our new catalog in 2013,
you can get one free on your first \$50 order
during 2014. (Additional catalogs \$3 with an order)

The new Catalog includes parts from the last 5 Supplements as well as 100's of improvements. This is our most major revision ever.

LVCC Calendar of Events!

Wednesday to Sunday, March 19-23, 2014 :::: 17th Annual Great Lehigh Valley Auto Show.

Bethlehem PA - 17th Annual The Greater Lehigh Valley Auto Show, held at 27 Memorial Drive West Stabler Arena, Rauch Fieldhouse & West Pavilion. Lehigh University zip: 18015. Event hours: Thursday - Saturday 12:00 am - 9:00 pm, Sun 10:00 am - 6:00 pm. For information, call (610) 758-9691. Website: <http://glvautoshow.org>

Friday to Sunday, March 21-23, 2014 :::: NorthEast Rod & Custom Car Show.

Oaks, PA - NorthEast Rod & Custom Car Show at the Greater Philadelphia Expo Center 100 Station Avenue Oaks, PA 19456. For information, call (215) 896-2923 or sent an e-mail to NEcarshow@comcast.net. Website: <http://www.northeastcustomcarshow.com>

Wednesday, March 26, 2014 :::: 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. Latitude : 40.587607, Longitude : -75.474405. 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.

Wednesday, April 2, 2014 :::: Cruise-In at Gimaro Seafood & Steaks.

Location: Route 309, Montgomeryville PA. Time: 5 PM to 9 PM. Top 10 Trophies, Raffles, 50/50, Dinner Specials & More; \$3 donation requested.

Sunday, April 6, 2014 :::: Cruise In at Moo's American Restaurant.

Location: Intersection of Routes 611 and 412, 4010 Durham Road, Ottsville, PA. Time: 2 PM to 5 PM. Host: First PA Mustang Club. Info: Roger Wright 215-453-0557

Saturday, April 12, 2014 :::: Cruise Night at Trexlertown Shopping Center.

Location: 7150 Hamilton Blvd., Trexlertown PA. Time: 4 PM to 7 PM. All makes & models welcome. Benefit: Dreams Come True (seriously, chronically, terminally ill children). DJ: Sensational Sounds. Door prizes, 50/50, food. Host: Mopar Madness www.moparmadness.org

Sunday, April 13, 2014 :::: Cruise at Dairy Queen, Quakertown.

Location: 206 South West End Boulevard (Route 309), Quakertown, PA 18951. Time: 3 PM to 7 PM. Price: \$1 donation per vehicle. Benefit: Children's Hospital of Philadelphia (CHoP). Host: Goodtime Motorvators. Trophies, 50/50. Info: Linda or George 610-395-1558.

Wednesday, April 15, 2014 :::: Cruise at Queen City Diner, Allentown.

Location: 1801 Lehigh Street, Allentown, PA 18103. Time: 5:30 PM to 8:30 PM. Rain date: April 22. Door Prizes, 50/50, Trophies. Price: \$1 per vehicle. Benefit: Canine Partners for Life. Host: Found in the 60's. Info: Roger 610-799-4922.

Saturday, April 19, 2014 :::: Cruise Night at Macungie Memorial Park Cruise.

Location: 50 North Poplar Street, Macungie, PA 18062. (Off Route 100). Time: 3 PM to ?. Includes: DJ entertainment, full variety of refreshments. For more info call 610-966-4289.

Saturday, April 26, 2014 :::: 7th Annual Antique & Classic Car Show.

Location: Daniel Boone Middle School, 1845 Weavertown Rd., Douglassville PA. Time: 9 AM to 3 PM. Rain Date: Sunday, April 27. Price: \$15 pre-registered; \$20 registration day of show. Dash plaques for first 100 entrants. Trophies awarded by People's Choice in 9 categories plus "Best in Show". Sponsored by: Boy Scout Troop 597. Website: <http://www.troop597.org/>

Saturday, April 26, 2014 :::: Showin' Off With the Vairs Car Show.

Location: The Fountain of Life Center, 2035 Columbus Road, Burlington, NJ 08016. Time: 9:30 AM to 3 PM. Rain date: Saturday May 3. Price: \$15 per vehicle. Benefits Wounded Warrior Project. Host: Del Val Vairs Club. Open to all vehicles. For information, call Nick at (856) 630-0940.

LVCC Classified Ads!



FOR SALE: NOS Sears 40,000-mile bonded-lining brake shoes for 1963-64 Corvairs. Clark's price: \$42.15 for a pair. My price: \$32.15 for all four. Call or email to arrange pickup. Contact Allan Lacki. Phone: (610) 927-1583. Email: redbat01@verizon.net.



FOR SALE: NOS Atlas-brand carburetor filters ("stones") in original plastic baggies for Corvairs and other Rochester carburetors. Clark's price: \$3.50 apiece. My price: \$3.50 for a pair. Call or email to arrange pickup. Contact Allan Lacki. Phone: (610) 927-1583. Email: redbat01@verizon.net.



Next LVCC Meeting: Weds, March 26, 2014



Here is a street view, looking North on Lehigh Street. The big driveway entrance to the LANTA Community Center is located to the left of this photo, right next to the stadium.

We Meet Here!
(Entrance to LANTA)

Time 7:30 PM. Place: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown , PA 18103. Latitude : 40.587607 | Longitude : -75.474405. Feel free to bring a guest.

Mail Dues to:

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

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