



the fifth wheel

APRIL 2014

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

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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.

Deserter GS

by Alex Dearborn

Corvaair-Powered Mid-Engine Autocross Car

Preface: Alex Dearborn's car career started during his military days with the US Army in the 1960's. He spent off-hours buying, selling, and racing Porsche 356s. Realizing his aptitude for the motor trade, he went to work for Ray Caldwell at Autodynamics while honing his competition skills. There, Alex designed the Deserter, a series of cars uniquely blending sports car and dune buggy with VW underpinnings. The original Deserter GS raced Pikes Peak in 1971, and examples were sold thereafter as kits.

The following article is copied from Alex Dearborn's personal website at <http://www.dearbornauto.com/> We thank Mr. Dearborn for granting LVCC permission to publish his article here, in our Fifth Wheel newsletter.

Dune buggy history, 1965-2005

The history of Volkswagen-derived dune buggies is a wild one. From the metal-clad homebuilts of the early sixties to the well-engineered cars and kits of the late sixties and seventies, the genre grew in sophistication and popularity.

Denise McCluggage, the noted sports car racer and automotive writer, said in a 1968 article about Deserters for Town & Country magazine ".....Man the Driver has become bored enough to – ugh – walk! Now something else has appeared to alleviate driving boredom - the Anti-Car, the raw-vehicle side of cardom." Just as the USA anti-pollution and crash-safety organizations EPA & DOT were gearing up to standardize, dumb-down and emasculate regular production cars, along came the little fiberglass wonder called Dune Buggy, saving the day for car enthusiasts.

The freedom of expression implicit in the molded body on VW platform ignited a sleeping market for car enthusiasts with moderate mechanical skills. Engineers and entrepreneurs dreamed of ways of improving on the genius of Bruce Meyers' fiberglass body design. At Dearborn Automobile Co., we tapped a pool of racing-car designers from Autodynamics to produce mid-engined dune buggy-like street machines, and went racing at Pikes Peak and on paved circuits. Others developed VW powerplants to make double their original power, and sand rails got intense development, as races such as the Baja 1000 proliferated. Small accessory makers became big corporations with worldwide dealer networks, and, as in real life, fortunes were made and lost.

Today we see a resurgence of interest in buggies. The rise in values of sixties sports cars has enthusiasts paying \$60,000 for Austin Healeys and \$100,000 for Porsche Speedsters, so its no wonder that some brand-name dune buggies are becoming collectable. The restoration parts market is also ready. Back in the sixties, we struggled to achieve 90 bhp from a VW Type 1 engine in our dynamometer-equipped engine shop. Now, one can order such an engine as a turnkey product for about \$4,000, a fraction of the 1968 cost, adjusted for inflation. A rebuilt transmission in a crate is a mail-order item at \$450. Bruce Meyers has recently introduced a new buggy kit. I have restored a 1969 Deserter GT 912. (Not for production).

Deserter Series One

Our original '67 Deserter dune buggy was visually a shameless clone of Bruce Meyers' ingenious design, the Manx. In order to make the car more roadworthy, however, we extended the body to fit on a VW pan shortened to 84" wheelbase, instead of the then-customary 80". This in turn enabled us to hang a little more horsepower off the back end. In '68, we built a Deserter Series One with a 1600 Porsche Super in the rear, and, after a quick review of

the SCCA rule book, went to Lime Rock to mix it up with the sports cars. (Therein lies another story.)

While the Deserter line was my concept, the actual prototypes and production parts were made next door to Dearborn Automobile Company (in Marblehead) at Autodynamics, then the largest manufacturer of racing cars in the country. Company products included the SCCA National Championship Caldwell Formula Vees, the D9 Formula Fords (by 1970, the car to beat in SCCA) and D10 Formula SuperVees. In addition, Ray Caldwell had designed a Formula 5000 car for Brett Lunger, and was working on a new Can Am car for Sam Posey.

The company had a dyno shop, chassis fabricating facilities, a fiberglass shop, and engineers Ray Caldwell and Fred Jackson. All of us knew that we could build a Corvaair-powered rear-engined Deserter with readily available parts, but we also knew that it wouldn't handle well enough to be competitive.

Deserter GS

I asked Ray Caldwell and his chassis builder, Bill Woodhead, to design a mid-engined layout for the existing Deserter Series One buggy body. We knew that the doorless "tub" of the Deserter was very light and pretty rigid, and we had this idea that a floor pan could be molded out of fiberglass, incorporating the seats in the same piece. And so it came together. A mild steel tubular frame was designed, and the "floorpan" was cast fiberglass with two impressions of my butt in it. These two pieces were bonded and riveted together to form a mid-engined frame more rigid than the company's Formula Ford chassis! Pickup points were incorporated at the front for VW beam axles, and in the engine bay to carry Corvaair or 911 or VW engines. The best we knew about swing axle suspensions was used to locate the VW trans-axle FV style, behind the engine bay.

The result was an 85" wheelbase Deserter GS, which weighed in at under



Nicely restored Desertor GS, by Dearborn Automobile Company.



Power by Corvair! Mid-engine location is evident in this photograph.



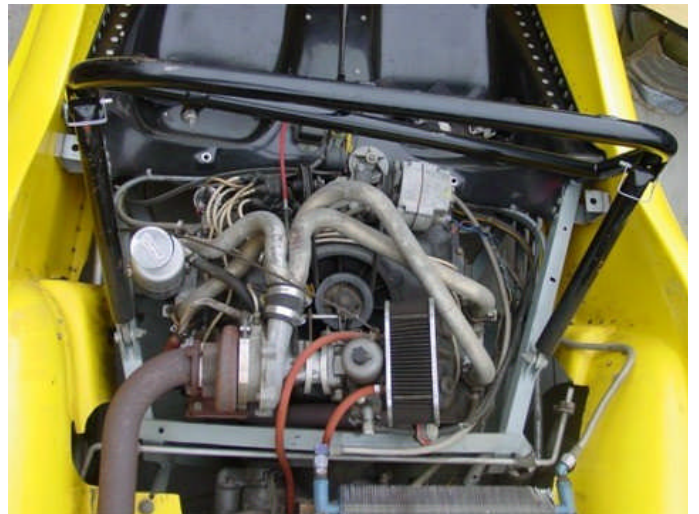
Desertor GS, doing what it was designed to do. Autocrossing.



Earlier Desertor GS is easily distinguished by its free-standing headlights.



Potent tail of the Desertor GS. Tires are enclosed by fiberglass pods for street.



High-performance turbo Corvair engine. The black seats are molded into the fiberglass monocoque.

1300 lbs with a Corvair amidships. The weight distribution was nearly 50/50 instead of 30/70 for a (rear-engined) Deserter GT.

We called the mid-engined model "GS"; not after the Buick Gran Sport but after the ski race "Giant Slalom". I believed that the real market for the car was for autocross competition and street use, not the SCCA sports racing classes then dominated by Can-Am cars. Indeed, Bill Goodale became SCCA National Solo Champion in a Deserter GS during the 70's.

We did make a few kits available to customers for the annual hill climb at Pike's Peak, and we built a GT-style GS/VW for me to do the 1971 event. After the event I ran this car with a Corvair engine in SCCA and at a few 1/4 mile ovals.

The 1969-72 Deserter GS cars and kits were made with the newer GT-type body... basically the same tub with slicker body design. All of the 1969-72 rear-engined Deserters had the GT body made for a VW swing axle floorpan shortened to 84" wheelbase.

Deserter GT

After the Deserter GS was sorted out

and kits were selling smoothly, I wanted a new body design for our cars. Most Deserter customers were using their cars on pavement, so I envisioned a sleeker body with the same adequate engine and tire coverage.

A stunning, clean-looking new design emerged among all the "second-generation" buggies..... the Bounty Hunter. I quickly made arrangements with its talented designer, Californian Brian Dries, for the rights to use his design for the next Deserter body style.

Our challenge for this new Deserter GT was to take the Dries style, stretch it 4" to fit VW floor pans of 84" wheelbase, assure that it could be licensed for road use in every state, keep the kit pieces to a bare minimum for easy manufacture, and retain the quality of easy assembly by amateur kit builders. This new body also had to be useable for the next iteration of the mid-engined GS. In the end, no single body part or curve was retained from the Dries design, but the distinctive look was honored. Various tricks were used to enhance body rigidity without adding too much weight. Windshield posts were cast in aluminum, and were similar to the Dries design for Renault Dauphine windshields. They had threaded holes in the top of each post for the attachment of a soft or

hard top header. A hard top was designed with gull wing doors. The rear fender wells were made wide to accept the longer 1967 and later VW swing axles with 15X10 wheels mounted.

I sold the business to Autodynamics in late 1971, and Reeves Callaway became the sales manager. Deserter cars and kits are no longer made by Dearborn Automobile Co., and we do not sell or trade used Deserter cars or parts. The Deserter information contained herein is for historical purposes only, and it is hoped that it will assist restorers.

Alex Dearborn

LVCC MEETING NOTES

Here are notes from our March meeting! Dennis Stamm, Dick Weidner, Fred Scherzer, Bob Weideman, Jason Hewitt, Larry Lewis, Scott Oberholzer, and Allan Lacki were present.

President Dennis Stamm opened the meeting at 7:30 PM. Secretary / Treasurer Dick Weidner read the minutes of the February meeting and gave the treasury report. The club currently has \$1,400.70 in its checking account. The members in attendance accepted the minutes and treasury report unanimously.

This meeting was Dick Weidner's time to shine in the sun! He brought a case full of Corvair parts and memorabilia to the meeting for discussion, all of which served as props for interesting conversation.

First up was a presentation on Corvair rotors and distributor caps. Dick passed around an older Corvair newsletter article that claimed rotors and caps for 1969 Corvairs were different from those used on 1962 through 1968 Corvairs. And to prove it, he brought samples of the caps and rotors. Indeed, the contact leg of the '69 rotor is shorter.



A VISUAL COMPARISON

Here are two NAPA Echlin ignition rotors for Corvairs. The one on the left has a longer tip and is intended for '62-'68 Corvairs, whereas the one on the right has a shorter tip. Either one will work, but the one on the left is better if you are using non-resistor spark plugs.



For 1962-68: NAPA Part Number: ECH RR1820.

Compatible distributor caps are Distributor Rotor Cap #: RR181, RR183, RR1830.

For 1969: NAPA Part Number: ECH RR182R

Compatible distributor caps are Distributor Rotor Cap #: RR181, RR183.

To demonstrate the difference even further, Dick passed around a distributor with a cut-away cap so that everybody could see the gap between the rotor tip and the cap's six contact studs. Dick cut apart the cap especially for this presentation.

First, he assembled the distributor with the '69 cap and rotor and passed it around. Everybody could see that the gap was nearly 1/8 of an inch. Then, Dick assembled it with an earlier cap and rotor. The gap appeared to be only 1/32 of an inch. Dick also brought in several '62-'69 distributor caps from his collection, and although all of them fit, there were noticeable differences between them, including not only the studs, (i.e. aluminum, brass and copper), but also the dimensions. It was quite astonishing.

By the way, the newsletter article

claimed GM changed the gap to make the ignition coil work harder, thus increasing the voltage to the spark plugs, which in 1969, were changed to resistor-type plugs. Whether or not this was really necessary is hard to say because AC Delco has long since manufactured these parts, and the aftermarket manufacturers make no distinction any more. In other words, they all sell generic caps and rotors that fit all '62 through '69 Corvair distributors. But the lesson was clear: For those of us who continue to use the standard Corvair ignition system, it is wise to pay attention to the caps and rotors we install on our engines.

At our previous meeting, we had a discussion about Corvair gasoline heaters, so Dick did a show-and-tell about gasoline heaters at our March meeting. He passed around an original GM Harrison Gasoline Heater Service Manual and

key components from an actual Corvair gasoline heater, including the combustion chamber, spark plug, temperature switch, ignition points, and thermostat. Dick explained the function of each part and how they worked together to provide safe, instant heat for early Corvairs.

When one of the members mentioned the upcoming CORSA mini-convention in Branson, Missouri, Dick hauled out an old sales brochure from the "Corvair Resort" motel which is located nearby. How could a place named the "Corvair Resort" possibly remain in business? So Jason Hewitt proceeded to look it up on his iPhone, and much to everyone's surprise, found the place listed on the internet! (It recently changed hands and has been renamed to the "Dream Catcher Resort").

Dick brought along other items for dis-

cussion, too, including a home made battery charger and a "split fire" spark plug that he made out of conventional plug by filing a gap into the spark plug tip. Dick made the power converter from a common AC/DC power converter (a.k.a. "wall wart") using instructions provided by Larry Claypool. Dick got the idea for the spark plug from an article published by Lew Rishel of the San Diego Corvair Club. The main purpose of the modification is to create more sharp edges from which the spark can jump, spreading wear and erosion over a wider surface area.

Many thanks to Dick Weidner for making our March meeting so much fun!

ROTORS!

by Don Chastain & Frank McKenna

With the introduction of the 1969 Corvair, GM changed the design of the distributor rotor, coinciding with the development of the resistor type spark plug. This delivered a hotter spark to the plugs, and is great if you are driving a '69... but only for a '69.

For a long time after the introduction of the '69 models, there were three part numbers for rotors. Now there are only two, the '60-'61 and the '69. Go into a parts store and ask for a rotor for a '62-'68 Corvair and you will get a '69 -- which is wrong!

Your '62-'68 Corvair does not use a resistor-type plug, so the '69 rotors are wrong for your vehicle. The '69 rotor will create the wrong spark pattern. The correct '62-'68 rotor is .075 of an inch long that the '69 resistor-type rotor. Improve the performance of your Corvair by putting the correct rotor in. The correct type for a '62-68 is not hard to find, and you can get them at any NAPA store by asking for Echlin #RR-1820. NAPA also has points, condensers and distributor caps to match. But just don't ask any corner parts store for a "Corvair rotor," or you'll get a '69 rotor.

EVEN MORE TECH TOPICS!

Axle Oil Level Tube Seal.

The tube for the axle oil level dip stick on '64 and '65 models often seeps at the transaxle fitting and the tube can be wiggled or seems loose even though the nut seems tight. I have found that putting a small o-ring, 5/16 I.D. by .03 diameter cross section on the bottom of the tube against the should before installing it both acts as a seal and allows the nut to once again hold the tube tightly. From Gary Baxter, *The Rear View*, Green County Corvair Group, Tulsa, OK.

Transmission Interlock Substitute.

When rebuilding your '61-'64 four speed transmission, if you notice the large (3/8" x 3/4") interlocks are rather ragged on the ends and you would like to replace them, don't bother visiting your local Chevrolet dealer; he has not had them in over ten years. Instead, visit your local bearing house and buy individual 3/8" diameter ball bearings (quite inexpensive). Two each will exactly replace one of the interlocks. This configuration is identical to that of the later Saginaw transmission. Sorry, it does not convert the entire transmission to a Saginaw! From David W. Herbert, CORSA Northwest.

Crooked Engine.

Have you ever locked into an engine compartment and noticed the engine seems lower on one side? Usually this happens only on the earlier Corvairs, but can happen to '65s as well. This is not a usual problem among the '66-'69s.

The problem can be a torn or "lazy" transmission mount, but usually is a broken or missing transmission bolt, one of the bolts that hold the transmission to the cross member. The '61-'65 4-speeds are secured with three bolts; two on the passenger side, and one on the driver side. The 7/16" bolt on the

driver side will work itself loose over time. Sometimes the two on the other side (3/8") will come loose as well or even break under the strain of holding the power train in place. When you are under the vehicle checking fluids, shift couplers, and the like, check the three bolts too.

SDCC suggests a permanent fix for this problem is to replace the bolts with studs longer than the original bolts. They should be fixed with "Loctite" and secured to the front side of the cross member with lock washers and nuts. Even if the nuts were to back off completely, the studs should project from the cross member far enough to assume the loads from the power train. Incidentally, the late Saginaws have four bolts and may not be as susceptible to this problem, but you might check them and/or modify them anyway. From the *Connecting Rod*, Corvair Atlanta.

Changing Thermostats.

The big problem is the little clip that holds the pin to the hole in the door. It seems like three hands are needed. To make this easier, squeeze the ears of the clip together so that it will stay in place on the arm of the door with all the holes aligned. This way, in effect there is only one hole to get the pin into. If the pin wants to swivel around, put some grease on the threads.

P.S. Make this simple tool to make it easier to pull the thermostat rod into position. Drill and tap a 1/4" x 20 hole into the end of a 3/8" rod about 10" long. Cross drill the rod for a smaller rod to act as a handle. The rod is screwed onto the end of the thermostat as a rigid extension. You can then pull the thermostat rod out and position it easily without having to get a pair of pliers past the door. I made one, works great. From Jim Simpson, Group Corvair.

NECC AT NYST!

May 24 will be here before you know it! You are invited to the Northeast Corvair Council's high-performance driving event at the New York Safety Track (NYST) on Saturday, May 24. A full day of open track driving in your own car beginning at 9 AM and capped with timed laps beginning at 3 PM! Plus, NECC is offering a "Taste of the Track" option for those who wish an introduction to track driving.

NECC's Taste of the Track.

You probably have read and heard about NECC's Time Trials. Have you ever wanted to know what time trials are all about, but are put off by the thought of having to buy a helmet and new seat belts?

Well, here's your opportunity to get a full view of the day's driving experience. The NECC team will lead you through all the facets of what the driver does. No need to buy helmets and belts. All you need is the desire to have an interesting and fun filled day.

You'll sit in on our drivers meeting, learn about corner workers and flags, and have an opportunity to be a pit marshal if you so desire. During the day, you'll see the track from all the corners and the start finish. You'll learn how we time the cars and post results. In fact, we encourage you to help with timing and scoring.

The best part will be the opportunity to see the track from a driver's view.

We'll send you out on the track with your own car. Following a pace car, you'll be able to experience the thrill of cornering and the experience of the long straight-aways. It may even be possible for you to get a ride with one of our qualified drivers.

How Do I Sign Up? Check our web site for full details. Sign up, mark your calendar, and get your car ready to drive this beautiful new facility, rain or shine! Visit:

www.neccmotorsports.com or
<http://www.corvair.org/chapters/necc/page2.html>

Host Hotel: Our host hotel for the May 24 event is the Super 8 in Cobleskill, New York, which is located 19.5 miles from the New York Safety Track. We have reserved a block of twenty rooms at the Super 8 for two nights at the special rate of \$85 per night for two nights, arriving on Friday May 23 and departing Sunday May 25. When you make your reservation, tell them you are with the "Northeast Corvair Council". This special price is available only until April 24, at which time the standard rates will prevail. The hotel phone number is 518-234-4888.

SEARCH FOR THE HOLY GRAIL: NEW THERMISTORS

Whoops! I made an error. Last month, I wrote, "AC Delco 1514340 thermistors were commonly used in small air-



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

craft engines. The Corvair thermistor was AC Delco Part Number 1514341. The numbers are off by just one digit."

That's not really true. The AC Delco Part Number for the Corvair thermistor is actually 1513431, which is significantly different from 1514340.

But here is an even more interesting tid bit of information. Beechcraft's parts catalog shows Part Number 1513431 for a cylinder head temperature sender unit. And, back in the day, Beechcraft installed AC Delco gauges in their planes. Could this be the same as the thermistor GM installed in Spydors and Corsas?

The question may be academic, for it appears the Beechcraft version is just as rare as the Corvair version! But we'll keep you posted if we find otherwise.

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!

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.

Saturday, April 26, 2014 :::: Michael Aquilana Memorial Car Show, Cherryville.

Location: Bethany Wesleyan Church, 675 Blue Mountain Drive, Cherryville, PA 18035. ,Cherryville, PA. Time: 9 AM to 4 PM. Rain or Shine. 1st annual event. Show. presented by "Shooting for the Cure" a Cancer fighting Benefit Team. Price: Pre-Registration \$8.00 by 4/19 after and Day of Show \$10.00/ vehicle. Proceeds benefit the American Cancer Society's Relay for Life. Contact: Wanda Brown at (610) 393-8636 or Email brown443@ptd.net

Saturday, April 26, 2014 :::: Cruise Night at Trexlertown Shopping Center.

Location: Trexlertown Shopping Center, 7150 Hamilton blvd, Trexlertown, PA 18087. Time: 4 PM to 7 PM. Price: Not listed. Includes: DJ, door prizes, 50/50, food. All makes & models welcome; Benefit Dreams Come True (seriously, chronically, terminally ill children). Host: Mopar Madness. Website: www.moparmadness.org

Sunday, April 27, 2014 :::: Cruise at Patsy's Pizza, Kuhnsville.

Location: Patsy's Pizza (formerly Parma Pizza), 5925 Tilghman Street, Kuhnsville, PA 181041 Time: 1 PM to 4 PM. No Rain Date. Price: \$1 donation benefits Canine Partners for Life. Door Prizes, 50/50, trophies, food specials. Any custom, classic, or collectible car-truck-motorcycle welcome. Host: Found in the 60's. Info: Roger (610) 799-4922;

Sunday, April 27, 2014 :::: Spring Fever 2014 Car Show, Quakertown.

Location: Ciocca Ford Service Center 1531 Park Avenue, Quakertown, PA 18951. Located next to the Dairy Queen. Time: Registration 8:30 AM to 11 AM. Show 11 AM to 3 PM. All makes, models & years welcome. Live band, dash plaques to first 100 cars, Top 15 awards. Presented by The First Pennsylvania Mustang Club Club. Call Roger at (215) 453-0557 or visit <http://www.1st-pa-mustang.org/>

Friday, May 02, 2014 :::: Cruise at Moo Restaurant, Ottsville.

Location: Moo Restaurant, 4010 Durham Rd, Ottsville, PA 18942. At the intersection of Routes 412 and 611. Time: 6 PM to 9 PM. Price: Not listed. Host: First PA Mustang Club Website: www.1st-pa-mustang.org/news/cruise-schedule-for-2014.html

Saturday, May 03, 2014 :::: Cruise Night at Weis, Schnecksville.

Location: Weis Market, 5020 Route 873, Schnecksville, PA 18078. Time: 6 PM to 9 PM. Slate clock trophy and personalized award for each cruise. Host: East Penn Late Great Chevy Club. Info: David Boger (610) 751-3319.

Saturday, May 3, 2014 :::: 3rd Annual Car & Bike Show, Bethlehem.

Location: 3rd Annual Car & Bike Show at the Bethlehem Area Vocational Technical School, 3300 Chester Avenue, Bethlehem, PA 18020. Time: Registration 9:00 AM to 11:00 AM, Show: 11 AM to 3 PM. Price: Pre-Registration \$15.00. Day of event Registration \$20.00, Motorcycle Registration \$10.00. Rain Date: May 4. There will be food, a craft fair, and a yard sale at the show. Contact Jeff Cantrel by phone at (610) 866-8013 Ext. 192 or e-mail: cantrelj@bavts.org Website: www.bethlehemavts.org

Sunday, May 4, 2014 :::: Blue Mountain Classics 31st Annual Car Show, Bath.

Location: Cliff Cowling Field, just off of RT 512, Bath PA. Time: Registration 9 AM to 12 PM. Show: 9 AM to 3 PM. Rain or Shine. Price: Pre-registered \$10. Day of Show Registration \$12. Event includes flea market, music, door prizes, 50/50, muffler rapping contest, trophies for the top 15 cars. Contact: Donna Tully at (610) 625-0851. Website: www.bluemountainclassics.com/

Sunday, May 04, 2014 :::: GM On Display Car Show.

Location: Location: 50 North Poplar Street, Macungie, PA 18062. (Off Route 100). Time: 9 AM to 3 PM. Price: Show vehicles \$8.00 pre-registered, \$10.00 day of show. All GM vehicles are welcome. Host: Keystone State Chapter of POCl; Info: Don Haley (610) 640-7464 chiefpontiac1@aol.com. Website: <http://www.kscpoci.org/>

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LVCC Calendar of Events! (continued)

Monday, May 05, 2014 :::: Cruise at North Catasaqua Park.

Location: 710 Grove Street, North Catasaqua, PA 18032. Time: 5 PM to 8 PM. Rain Date: Monday, May 12. Door prizes, 50/50. Info: Marc (610) 264-9966.

Friday, May 09, 2014 :::: Cruise at Lucky Strokes Golf, Bath.

Location: Lucky Strokes Golf, 7200 Airport Road, Bath, PA 18014. Time: 5:30 PM to 8:30 PM. Price: Not Listed. Door prizes, 50/50, silent auction. All vehicles welcome. Benefit: Camelot House for Children. Host: Lehigh Valley Cruisers. Contact Debbie at (610) 360-2632 or Dick (610) 216-3510. Website: www.lehighvalleycruisers.com

Saturday, May 10, 2014 :::: Cruze In 4A Cure Car Show, Bechtelsville.

Location: Campus of Morning Star Fellowship, 100 Limekiln Road, Bechtelsville, PA 19505. Time: Registration 9:30 AM to 1 PM Show 12 PM to 4 PM Price: Pre-Registration \$15.00. Day of Show Registration \$20.00. Live music, dash plaques, 18 classes of trophies, 50/50, and a Chinese auction. Contact: Sherry Sperring at (610) 209-6948. Email: sperring@cruzein4acure.org. Website: www.cruzein4acure.org

Saturday, May 10, 2014 :::: Cruise Night at Trexlertown Shopping Center.

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd, Trexlertown, PA 18087. Time: 5 PM to 8 PM. Price: Not listed. Includes: DJ, door prizes, 50/50, food. All makes & models welcome; Benefit Dreams Come True (seriously, chronically, terminally ill children). Host: Mopar Madness. Website: www.moparmadness.org

Sunday, May 11, 2014 :::: Cruise at Dairy Queen, Quakertown.

Location: Dairy Queen, 206 South West End Blvd, Quakertown, PA 18951. (Route 309). Time: 4 PM to 7 PM. Price: \$1 donation per vehicle to be donated to the Children's Hospital of Philadelphia. Trophies, 50/50. Host: Goodtime Motorvators. Info: Linda or George (610) 395-1558.

Friday, May 16, 2014 :::: Cruise at Crystal's Café, Coopersburg.

Location: Crystal Cafe, 1730 Route 309, Coopersburg, PA 18036. Time: 5 PM to 8 PM. Price: No entry fee. Food specials for cruisers, full menu inside. All makes and models welcome. Info: Crystal (610) 282-2903.

Saturday, May 17, 2014 :::: 6th Annual Show & Shine Car Show, Quakertown.

Location: Trinity UCC, 1990 Pleasant View Rd (Route 212), Quakertown, PA 18036. Time: 9 AM to 3 PM. Price: Pre-Registered \$10. Day of show \$12. Special appearance by Jeff Krick, Elvis tribute and country artist. Bring lawn chairs. Info: Marge (610) 349-6985 or Dennis (610) 960-3422.

Saturday, May 17, 2014 :::: WOT Cruise Night at Macungie Memorial Park.

Location: 50 North Poplar Street, Macungie, PA 18062. (Off Route 100). Time: 5 PM to ? Price: \$1. Includes: DJ entertainment, full variety of refreshments. For more info call (610) 966-4289.

Sunday, May 18, 2014 :::: 6th Annual Spring Cruise-In Car Show, Allentown.

Location: America on Wheels Museum, 5 North Front St, Allentown, PA 18102. Time: 10 AM to 3 PM. Price: \$8 Pre-registered. \$10 day of show. Food, music, prizes, vendors. Host: Lehigh Valley Dutch Dubbers Volkswagen club. Website: www.dutchdubbers.com

Sunday, May 18, 2014 :::: Cruise the Ritz, Allentown.

Location: Ritz BBQ, Allentown Fairgrounds, 17th & Chew Streets, Allentown, PA 18104. Time: 5 PM to 8 PM. Price: Donations benefit Camelot House for Children and Keystone Wounded Warriors. Door prizes; 50/50. Host: Blue Mountain Classics. Info: Donna (610) 625-0851.

Sunday, May 18, 2014 :::: Cruise To The Gap" Car Show, Wind Gap.

Location: Wind Gap Borough Park, 3rd & Lehigh Streets, Wind Gap, PA 18091 Time: 10 AM to 3 PM. Rain or Shine. Commemorative die cast cars, car corral, flea market, food, live music, Elvis performance, etc. Price: Pre-Registration \$10 by May 8. Day of show Registration \$15. Contact: Email: coachtb@frontiernet.net. Website: www.windgapaaa.com

LVCC Classified Ads!



FOR SALE: Driver-side muffler shield, exhaust hanger, and stainless steel band clamps for Corvair 140 exhaust. (Hanger in photo is for passenger side for illustration purposes). \$40. 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, April 23, 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

LVCC Club Officers:

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm at comcast dot net
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