



# *the fifth wheel*

MAY 2014

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

ESTABLISHED 1976

## **Inside this issue**

1966 Corvair Photo,  
Weidner Collection 1

Didn't Porsche Design  
the Corvair? 2

Studebaker,  
By Porsche! 3

Who Gets Credit for  
the First Flat Six? 5

Bob Weideman at Cars  
and Coffee Steel Stax 6

Fitch Phoenix Up for  
Auction 6

LVCC Meeting Notes  
from April 8

When Worlds Collide  
NECC Update 8

LVCC Calendar  
Of Events 9

LVCC Classified  
Ads 10

Next LVCC Meeting  
May 28, 2014 10

LVCC Officer  
Contact Info 10



*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.

# Didn't Porsche Design the Corvair?

By Karl Ludvigsen

*Editor's Note: This month's feature article was written by the one-and-only Karl Ludvigsen.*

*His articles about cars, companies and motoring personalities are published in America by Road & Track and Automobile Quarterly, among others. While in Europe, he writes frequently for The Automobile. He is a columnist for Hemmings Sports & Exotic Cars and Just-Auto.com and a senior writer for Autosport-Atlas.com, a leading motor-racing website. He is also the author of Corvair by Chevrolet – Experimental & Production Cars 1957-1969.*

*The following article is printed here, in the Lehigh Valley Corvair Club newsletter, with Mr. Ludvigsen's permission. It originally appeared in the March 2009 edition of "911 and Porsche World" magazine, and so naturally, it is written from the perspective of a Porsche enthusiast. Nevertheless, it provides insight that may be new to those of us in the Corvair community.*

+++

It's an idea that refuses to go away. When Chevrolet introduced its Corvair 55 years ago this autumn, the rumours were rife. Porsche had designed the Volkswagen, hadn't it? And wasn't the Corvair a grown-up Volkswagen? And what did Chevrolet know about designing air-cooled rear-engine cars? Thus it was obvious: Porsche must have designed the Corvair!

The idea had some legs because it wouldn't have been the first time Porsche designed an American car. Between 1952 and 1954 it designed and built prototypes of its Type 542, a four-door saloon for Studebaker with 120-degree V-6 engines, air- or water-cooled to choice. This was a conventional front-engine car albeit with independent suspension for all four wheels.

Thinking that such a full-sized car might not be the answer to Studebaker's prayers, Ferry Porsche also suggested a smaller car, his Type 633. His proposal showed a notchback two-door sedan with a Porsche-like front deck and a 2.0-litre flat-four engine behind the rear wheels. Air-cooled, it had hemispherical cylinder heads. Torsion-bar springs and 13-inch wheels were suggested for an admirably practical 14-foot-long car.

Ferry Porsche later pointed out with a knowing smile that many of the Type 633's features and dimensions foreshadowed those of the Corvair. Its wheelbase was shorter at 102.4 versus 108.0 inches but its track and width were similar. Though it was shorter, its seating would have been adequate with a height of 55.1 inches against the Corvair's 51.5. At just over 80 horsepower its output was to be similar with a top speed much the same at 90 mph. Porsche posited a weight of 2,112 pounds against the Corvair's 2,420.

Similarities notwithstanding, the Type 633 wasn't a Corvair precursor. This was confirmed by Ed Cole, who headed Chevrolet Engineering when the project got under way. 'I didn't talk to anyone at Porsche,' said Cole, 'but I did speak to some of the people at Volkswagen; I had known Heinz Nordhoff quite well when he was at GM.' A senior executive at Opel in Germany in the 1930s, Nordhoff had liaised frequently with his American counterparts.

With Porsche locked into a consulting contract with Volkswagen after the war, Nordhoff may well have told Ferry Porsche about his conversations with Cole. Although its agreement with VW prohibited Porsche from working for any rivals in the Beetle's engine-size category, this wouldn't have barred it from designing a larger-engined car for GM, just as it had for Studebaker. But

it didn't. My comprehensive lists of Porsche project numbers show none that could even remotely have been attributable to the Corvair project.

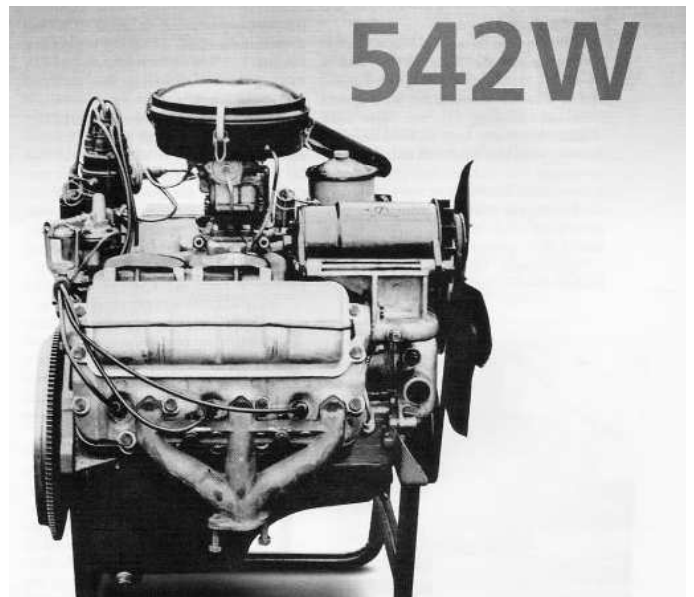
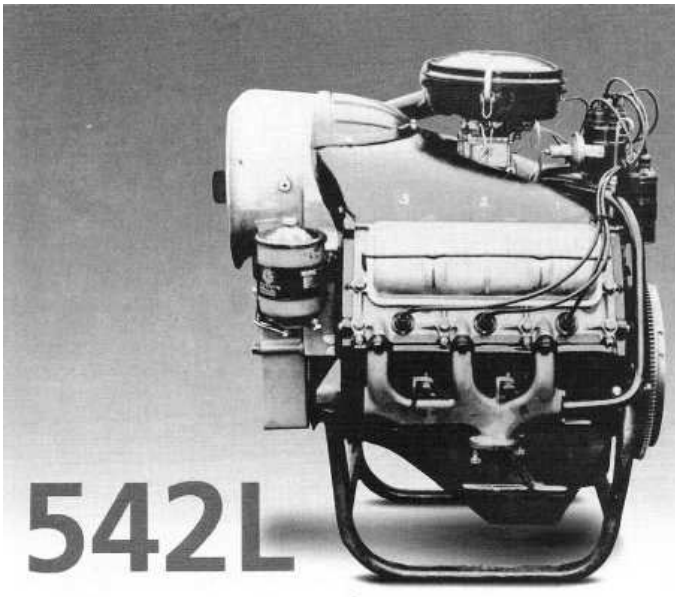
However Porsche did ultimately figure in the Corvair's gestation. Here were Ed Cole's thoughts on its engine: 'Because of its placement the Corvair engine required a low profile, although it was not necessary that it be opposed. Then the question was: should it be a four or a six?' At that time the flat six was more typically an aircraft engine with Franklins, Continentals and Lycomings common in this style. 'In 1950 I logged about 300 hours in a Continental-powered C Bonanza,' Cole recalled for L. Scott Bailey, 'flying many times on instruments under unpleasant conditions, and I certainly got to know the great reliability this engine had, and still has for that matter.'

Another influence was a military project undertaken by General Motors. 'In 1950 we were asked by the government to develop a facility to produce another light tank,' Cole explained. 'This was the T41E1, later the M-42, and for this we used a 950-cubic-inch supercharged Continental horizontally opposed flat six. So once more we had exposure to an air-cooled engine—a configuration that was straightforward and simple. Naturally all our engineers working on the project became very familiar with this engine.

'From tests we'd done on the four,' Cole continued, 'talks we'd had with engineers at Continental and elsewhere where fours had been built, and our experience with the tank operation, the conclusion came quickly. From the point of view of smoothness and carburetion the six was easier to handle. And, all things considered, it didn't offer too much of an economic barrier. Everybody voted that the Corvair engine ought to be a six.'

## *Studebaker by Porsche!*

Did Porsche design the Corvair for Chevrolet? No. But Porsche did design a compact car for another famous American manufacturer. Studebaker! And here it is, the T-542 prototype. Front-engine V6 with four wheel independent suspension. Not all Porsches had the engine in the rear!



Porsche built more than one T-542 prototype for Studebaker. They were commissioned by Studebaker in 1952 and delivered around November 1954. They were equipped with both air-cooled (542L) and water-cooled (542W) variants of a 120 degree V-6 engine, designed exclusively for Studebaker. The engines were compact but they were cast in iron at Studebaker's insistence. This, in combination with the primitive unit-body, made for a car that was actually heavier than the existing Studebaker Champion it was to replace. Things had changed drastically for Studebaker in the two years between 1952 and 1954. Studebaker had its best sales year just before hiring Porsche, but by 1954, production and quality problems became widespread and Studebaker's sales dropped significantly. In December 1954, Studebaker merged with Packard and interest in the Porsche prototypes died.

The choice of a flat-six engine was unusual at the time with few having been designed specifically for cars. One was an experimental Mercedes-Benz engine of the mid-1930s for a front-wheel-drive prototype. Another was the Tucker six, which in its final design was a liquid-cooled conversion of a Franklin aeroplane engine. Porsche's six-cylinder 911 was almost a decade in the future when Chevrolet had to decide on the configuration of the Corvair's powerplant.

In the early summer of 1957 Chevrolet Engineering bought a Porsche 1600 coupe. We can date it fairly precisely because it had the new teardrop-shaped tail lamps introduced that spring but not yet the exhaust outlets in the bumper overriders of the 1958-model 356s. Its engine was whipped out and put on a dynamometer to be subjected to instrumented tests of temperatures and clearances. Information thus gained helped the Corvair engine's designers, who were having special problems cooling the centre cylinders. This was of course new ground where the Porsche example couldn't help.

The design that evolved could hardly avoid looking like a cross section of a Volkswagen or Porsche engine with its pushrod valve gear and camshaft below

the crankshaft. In this it was unlike the aircraft flat sixes which usually had the camshaft above the crank. The Corvair's rectilinear split crankcase with its flared bottom had more of an aircraft flavour, however. Like aircraft sixes the Corvair had four main bearings. Distinctive features were Chevy's stamped-steel rocker arms, introduced on the 1955 V-8, and hydraulic zero-lash tappets to overcome the problem of differential expansion with heat in an engine with finned iron cylinders and aluminium heads. Unlike the Porsche and VW engines the gear drive to the camshaft was at the engine's flywheel end.

Unusually, for what was seen as an economy-car engine, Chevrolet fitted each cylinder bank with its own carburettor. Designer Bob Benzinger said that this was done 'to place the carburettors as close as possible to the inlet ports, achieving good response and maintaining high volumetric efficiency.' This decision showed greater influence by Porsche than by Volkswagen, which made do with a single central carburettor. A penalty was convoluted induction with a choke fitted to the central air cleaner. From 1962 each carb had its own air cleaner.

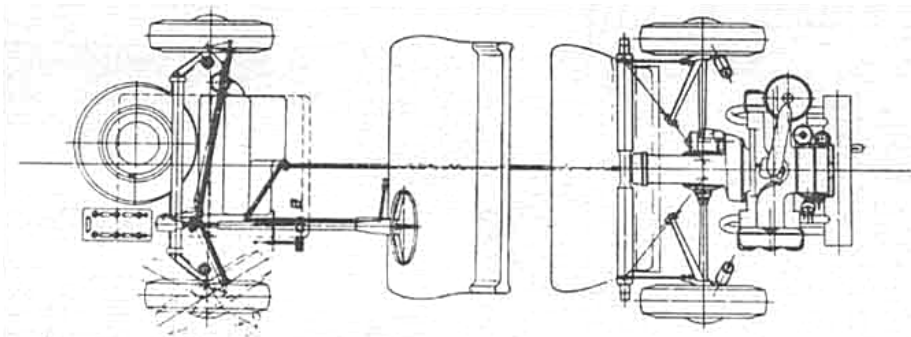
For engine cooling Chevrolet rejected

both the Porsche and VW solutions by placing a centrifugal blower flat above the engine's centre. This best suited the car's design, which required a low rear deck. The solution was even better adapted to the Lakewood estate-car version, which had a load area above the engine. Less successful was the vee-belt drive to the fan, which bent 90 degrees at both sides over pulleys, one of which drove the generator. It's not by chance that one of the events of the Corvair Society of America is called the 'Fan-Belt Toss'.

As the Corvair took shape under the 'Holden 25' code name, its engine was ready for road testing before the first prototype cars. Waiting to accept it was none other than the Porsche 1600 whose engine was being used for cooling experiments. The Corvair six fitted it surprisingly well. In the spring of 1957, at Chevy's freshly minted Engineering Center at Warren, Michigan, the first complete drive train was installed in the Porsche. Eager as a kid, Ed Cole hopped in and belted away. After a high-speed session on the local roads he returned and said with a grin, 'This is it!'

Cole vividly remembered that first encounter with the Corvair-powered Porsche. 'Perhaps the greatest thrill for me personally was the first concrete evidence that the Corvair really came up to our hopes and expectations,' he recalled. 'This came when I test-drove a modified Porsche which contained the new Corvair engine and rear suspension while we were waiting for our first pre-test prototypes of the Corvair to be completed. I drove this car at the GM Technical Center and Milford Proving Grounds in late 1957 and at Pikes Peak, Colorado, in early 1958. She ran beautifully. I knew that we had a winner.'

Ferry Porsche was interested in the Corvair, of course. Through Huschke von Hanstein, his director of PR and motorsports, he arranged to buy one of the first ones made. It would be invidious to suggest that Chevrolet's effort influenced Porsche, but it can't be overlooked that its first prototype engine for



Ferry Porsche presented another design, the Type 633, to Studebaker management. Much more typical of Porsche design philosophy than the T-542, it featured a rear-mounted four-cylinder boxer engine mounted at the rear. In concept and in key dimensions, it foreshadowed the Corvair, but Studebaker had neither the money nor the inclination to pursue the T-633. It never made it off the drawing board.

## Who Gets Credit for the First Flat Six?

*So, who was the first to produce an automobile with a flat-six engine?*

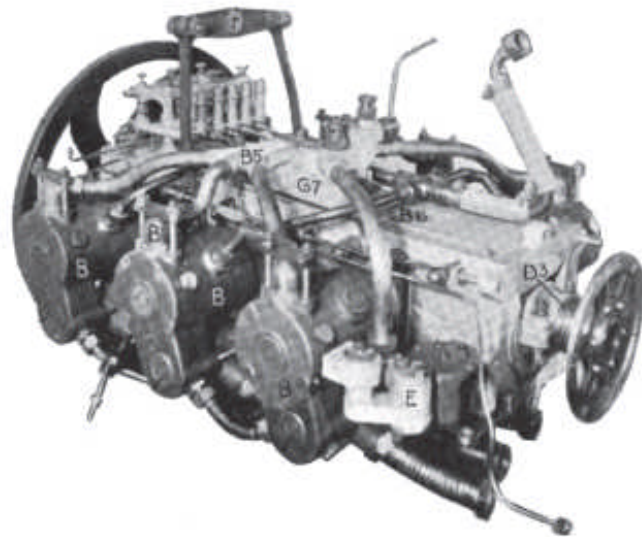
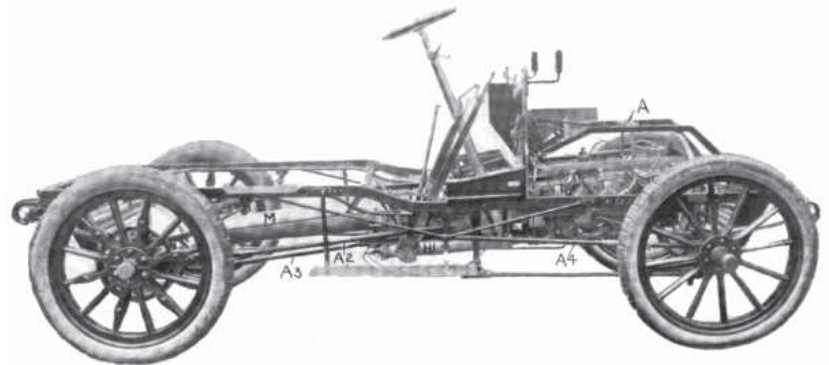
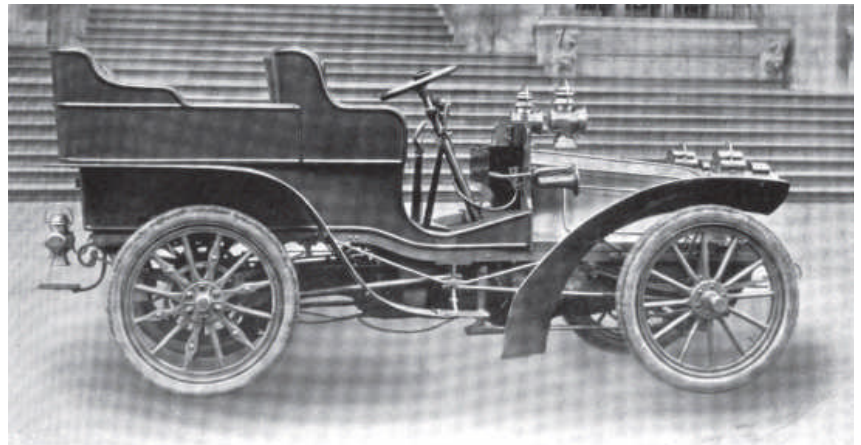
*Odds are, it was Walter Gordon Wilson, a British engineer who designed and manufacturer the Wilson-Pilcher line of cars.*

*Equipped with either flat-four or flat-six engines, these innovative buggies were known for their smooth-running engines; a characteristic of their boxer design. And their quiet operation was attributed to helical rather than straight-cut gears throughout the drive train.*

*All moving parts were fully enclosed, and the engine was lubricated by a gear pump, rather than splash or gravity feed.*

*Wilson-Pilcher cars were offered from 1900 to 1907. The specimen in the photos is a 1904 model.*

*Walter Gordon Wilson went on to bigger and better things. He is credited as co-inventor of the first successful military tank, which the English Army used to good advantage in World War I. He is also responsible for the design of the Wilson pre-selector gearbox, which bears his name and was offered in a number of European luxury cars until 1960.*



The photos above were originally published by F King & Company, Ltd of London in the April 1904 issue of The Motorcar Journal. It is available online via Google.

the future 911, the Type 745 of 1961, had a four-bearing crankshaft just like the Corvair's. For its final design, of course, Porsche adopted seven main bearings instead. It was a decision that secured the long life of the best flat six ever made.

*Mr. Ludvigsen is referring, of course, to the Porsche 911 engine, as befitting his article's target audience. But he has also has written wonderful things about Corvairs as well in other publications..*



## **BOB WEIDEMAN AT CARS AND COFFEE**

LVCC member Bob Weideman reports, "My '62 700 sedan made it into the photo album for the April 27th Cars and Coffee event. There were some pretty amazing cars there. Click the pic to see the album."

<http://clients.zacharyemerick.biz/Cars/Meets/Cars-and-Coffee-Bethlehem-PA/>

The number and types of cars shown in the online photo album is truly remark-

able, ranging from Lamborghinis to rat rods. And of course, Bob's Corvair.

Cars and Coffee events are now happening all over the USA. A small group of enthusiasts in the Lehigh Valley decided to hold their own "Cars and Coffee" events beginning last year, in 2013. They attracted so many cars that they outgrew the parking lots at Saucon Valley Mall, their original location. So they moved to the Steel Stacks parking lots in Bethlehem, where Bob Weideman displayed his Corvair.

The mission of the Cars and Coffee Lehigh Valley group is explained on its Facebook page:

"Our goal for the Lehigh Valley and surrounding area is to create a comfortable venue where car enthusiasts may show off their prized automobiles and see other amazing vehicles. Meet people with the same interest and enjoy a wonderful morning observing vehicles from rare exotics to extreme mods. We come to understand there are many great cars in the area and it was time to develop our very own Lehigh Valley edition."

## **FITCH PHOENIX FOR AUCTION**

Bonhams is a privately owned British auction house and one of the world's oldest and largest auctioneers of fine art and antiques. Its business includes not only paintings and jewelry, but also automobiles of historic interest, such as the ex-Juan Manuel Fangio, Hans Herrmann, Karl Kling, German and Swiss Grand Prix Winning 1954 Mercedes-Benz W196R Formula 1 car, which sold for 19.6 million English pounds. That equates to approximately \$33 million.

On June 1, Bonhams will be auctioning the one-and-only Fitch Phoenix prototype at the Greenwich Concours d' Elegance to a select group of bidders.

The creator of the Phoenix, John Fitch,



Bob Weideman's 1962 Corvair 700 sedan at the April "Cars & Coffee" event in Bethlehem, PA.



## *The Fitch Phoenix Corvair*

These photos are currently posted on the Bonham's Auction Company website. Bonham's plans to auction it off at the Greenwich, Connecticut Concours d' Elegance on June 1, 2014, where it will likely end up in the hands of a private collector. Savor these images. They may be the last you see of the Phoenix for a while.



had been selling Fitch Sprint Corvairs for a number of years before embarking on a plan to produce a Corvair-based sports car of his own design. The Phoenix is based on Corvair mechanicals, including engine, transaxle, front suspension and rear suspension from a 1965 Corvair Corsa. The rest of the car was hand-crafted by Intermeccanica of Turin, Italy. It was last seen in public at the 2012 CORSA Convention in Sturbridge, Massachusetts.

According to his friends in the Corvair community, John Fitch intended to donate the Phoenix to the Saratoga Automobile Museum, but it is unknown if he ever wrote this intention into his will, and his heirs apparently have another plan for the car; namely to sell it. According to the Bonhams website, bidding will begin at \$150,000 for the car, and if sold, the Phoenix will likely be placed in a private collection.

## **LVCC MEETING NOTES**

We held our last meeting on Wednesday, April 23. LVCC President Dennis Stamm called the meeting to order. Attendees included Dennis, Keith Kohler, Allan Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Bob Weideman, Dick Weidner, and our newest member, Rich Greene. Dick Weidner read the minutes of our March meeting and presented the treasury report. As of April 23, LVCC had \$1,377.25 in its checking account.

LVCC Gossip! Jerry Moyer spotted a 1961 Corvair Monza for sale at Art's Place, the lawn mower store, in Lehigh-ton, PA. It appears to have been restored. The asking price is \$6,000. Dick Weidner received a note from a central Pennsylvania Corvair enthusiast who is looking to purchase a decent Corvair Corsa. Dick Weidner passed around four original Corvair engine test documents published in the 1960s by the Engineering Staff Test Department at the General Motors Technical Center. Each document contained detailed performance test data on different Cor-

vair engines of various years.

Tonight's Presentation: Dick Weidner delivered a presentation on Corvair fuel pumps. Of particular interest was the anti-flow component that is installed in some but not all Corvair fuel pumps. The anti-flow component prevents gasoline from being pumped into the adjoining oil gallery in the event of a fuel pump diaphragm rupture. In addition to circulating a number of disassembled fuel pumps, Dick also circulated tech articles that show how to bench-test Corvair fuel pumps and retrofit the anti-flow device to fuel pumps that don't have them.

After the formal presentation, a number of side discussions occurred on all kinds of issues. Among other things, Dick showed Scott Oberholzer and Dennis Stamm how to rebuild a 1960-61 aluminum Corvair steering box!

## **WHEN WORLDS COLLIDE**

In recent issues of The Fifth Wheel, we encouraged everyone to participate in a Northeast Corvair Council (NECC) driving event that was to take place at the New York Safety Track (NYST) on May 24. We regret to inform you that the event has been cancelled.

NYST management decided to take their facility private this season so there will no longer be any outside clubs allowed on the track this year. This made it impossible for NECC to proceed with the May 24 event.

NYST's decision was by no means capricious. It is the result of legal battles involving the track, the local town council, a citizens group, and the New York State courts.

Harpersfield, New York, the town in which the track was built, has no zoning laws. However, it does require builders to submit site plans for approval. Before constructing the track, NYST submitted a site plan to the Harpersfield town council. Among

other things, the site plan called for NYST to limit its events to small motorcycles with mufflers and engines no greater than 250 cc displacement. It was to be a training ground for novice motorcycle riders; a "safety track" in the truest sense. Construction of the track proceeded on that basis.

Soon thereafter, NYST decided to submit a new site plan that would expand the use of the facility. The new plan dropped the restrictions and contemplated the possibility of renting the track to outside clubs, including not only motorcycling racing clubs, but car clubs as well. The Harpersfield town council, probably thinking this would be good for revenue, approved the new site plan. There was only one hitch: the approval was granted in a closed-door session without public comment.

When word got out, thirty or so local citizens formed an opposition organization named, "Friends of Rural Life" and sued not only NYST but the town council as well. And January 15, 2014, they won the suit in the county court. The Delaware County judge decreed that the new site plan was null and void and that the restrictions of the original site plan should prevail. In addition, the judge ordered the town council to reimburse the Friends of Rural Life for legal fees, which according to their attorney, amounted to \$73,000.

Naturally, the town council and NYST objected. Their first move was to petition the NY State Appellate Court for a stay of execution that would enable NYST to do business under the new site plan until the issues could be resolved. However, on April 16, the NY State Appellate Court refused the request. And so, for the time being, NYST events are now restricted to motorcycles with engines not exceeding 250 cc displacement.

The battles are not over. NYST is now suing the town, alleging that the town's site plan requirements are both vague and unconstitutional. It remains to be seen where this will go, but for the time being, cars are off the track!



# ***LVCC Calendar of Events!***

**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](http://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](mailto:coachtb@frontiernet.net). Website: [www.windgapaaa.com](http://www.windgapaaa.com)

**Sunday, May 18, 2014 :::: Orphan Car Show.**

Location: Peddler's Village, Routes 202 & 263, Lahaska, PA 18931. Registration begins 9 AM. Show time: 10 AM to 4 PM. Price: \$10. Orphan vehicles as defined for this show are those cars or trucks built by companies or company divisions that no longer produce vehicles. This is a peoples choice show (judged by those who have a car registered in the show). For info, email Scott Weaver at [weaverisland@comcast.net](mailto:weaverisland@comcast.net) or visit <http://www.peddlersvillage.com/>

**Wednesday, May 21, 2014 :::: Cruise at Queen City Diner, Allentown.**

Location: Queen City Diner, 1801 Lehigh St, Allentown, PA 18103. Time: 5:30 PM to 8:30 PM. Rain Date May 28. Price: \$1 donation benefits Canine Partners for Life. Door prizes, 50/50, trophies. Host: Found in the 60s. Info: Roger (610) 799-4922.

**Sunday, May 25, 2014 :::: 35th Annual Chester County Antique Car Club Show.**

Location: Kimberton Fairgrounds at Kimberton Rd & Prizer Road, Kimberton, PA 19442. Registration starts 9 AM. Show time: 9 AM to 3 PM. Rain or Shine. Day of Show Registration \$15. All antique cars, classic cars, muscle cars, street rods, trucks, and motorcycles are welcome. Also, antique tractors, hit and miss Engines, car corral, flea market, arts & crafts, DJ, etc. <http://www.chescoacc.com>

**Saturday, May 31, 2014 :::: Zion Lehigh Benefit Car Show.**

Location: Zion Lehigh Evangelical Lutheran Church 8269 Spring Creek Road , Alburtis , PA , 19539. Time: 11 AM to 5 PM. 2nd Annual Car Show to benefit the church. Prices: \$10 to show your car; \$15 per car for VIP, free to spectators. Vendors, food, cars, trucks, music.

**Saturday, June 7, 2014 :::: 4th Annual John Mattis Memorial Car Show.**

Location: Coatesville VA Medical Center, 1400 Black Horse Hill Road, Coatesville, PA. 19320-2098. Follow signs for Building 139, look for Lot E near the water tower. Registration begins at 9 AM. Show time: 9 AM to 2 PM. Rain or Shine. Donation \$15.00 show. For info, email Jim Smith [jimsmith@comcast.net](mailto:jimsmith@comcast.net) or visit <http://www.CCA4.org/>

**Friday, June 13, 2014 :::: Cruise at Lucky Stroke Golf.**

Location: 7200 Airport Rd., Bath, PA. Time: 5:30 PM to 8:30 PM. Door prizes, silent auction, 50/50. 10% discount on food when door prize ticket presented. Donations accepted for Camelot House for Children. All vehicles welcome.

**Saturday, June 14, 2014 :::: Palmerton Car Show.**

Location: Palmerton Borough Park, Palmerton, PA, 18071. Time: 10 AM to 3 PM. Rain or shine. Price: \$10. Amateur judging with various awards. Sponsor: Palmerton Pace-Makers Association. For info, call Terry Costenbader at 610-826-3393 or visit <http://clubs.hemmings.com/pace-maker/>

**Friday to Sunday, June 20-22, 2014 :::: All GM Nationals at Carlisle.**

Location: 1000 Bryn Mawr Road, Carlisle, PA 17013. Gate Times: Thu.-Sat. 7 AM to 6 PM., Sun. 7 AM to 3 PM. Spectator admission: Adult Admission: Daily Fri. to Sat. \$8 per person. Sunday \$7 per person. Show car registration fee: \$40 per car for all three days. Pre-registration required. <http://www.carsatcarlisle.com/carlisle-events/carlisle-gm-nationals> If you'd prefer, registration is also available by calling our office at (717) 243-7855.

## ***LVCC Classified Ads!***



**FOR SALE:** 1962 Corvair 700 Station Wagon. 102 horsepower 4 speed, 23000 miles, all original, unrestored but refurbished in 2000. Certified by the AACA for "Historical Preservation of Original Features (HPOF)". Awarded the Silver Award in the CORSA 2003 Convention Concours competition. Rated 92.82 points in rigorous CORSA judging. Spinner wheel covers, vent shades, radial tires, back-up lights, front seat belts, 4-way flasher, Pertronix ignition, spare tire cover and after-market radio. Engine and trans resealed, door edge guards, all new metal brake lines, new fawn carpeting and engine cover. Runs and drives like new, does not smoke or use oil. Quick shifter. A real turn key and drive vehicle at the low price of \$13,900. Call Fred Scherzer at 484-948-5142. Email: jukeboxman@comcast.net



## ***Next LVCC Meeting: Weds, May 28, 2014***

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.

## ***Welcome New LVCC Member Rich Greene!***

We have another new member and his name is Rich Greene! Rich is a long-time Corvair enthusiast in the truest sense of the word. He has been and continues to be an active member of the Philadelphia Corvair Association and currently serves as its Treasurer and Membership Chairman. Last year, he was the President of PCA, and in past years, he was its newsletter editor, too. His Corvair is a familiar sight at local car shows, and in addition, he has a high-horsepower Chevelle in his collection. Rich and his wife Donna reside in Whitehall, PA, which of course, is just a short drive from the LANTA headquarters where we hold our meetings. Rich has no intention of giving up his PCA membership. Like many of us, he is a member of more than one chapter of CORSA. Let's all extend a hardy welcome to our newest member, Rich Greene!

### ***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  
Vice Pres: Fred Scherzer Phone: (215) 234-4458 Email: jukeboxman at comcast.net  
Secr-Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: rcwvair at rcn dot com  
Newsletter Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01 at verizon dot net