



# *the fifth wheel*

SEPTEMBER 2014

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

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## ***PROTOVAIR!***

The great-grand daddy of the Corvair was this Tatra V570 prototype econo-car! With an air-cooled boxer engine mounted in the rear, this unique little Czechoslovakian prototype preceded the Volkswagen Beetle by several years. If it can be said that the Corvair was the American Volkswagen, then certainly the Beetle was the German Tatra.

Although largely unknown in the United States, Tatra was one of the very first automobile manufacturers in the world, and its engineering staff, headed by the father-and-son



*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.

team of Hans and Erich Ledwinka, was one of the most innovative. During the 1920s, Tatra was already manufacturing cars with four wheel independent suspension, backbone frames, and air cooled engines. All of these features were pioneered by Hans Ledwinka, who was Tatra's chief engineer from 1921 to 1937.

In the early 1930s, the Ledwinkas, accompanied by a German engineer named Erich Übelacker, laid out plans for a small people's car that took these concepts to a new height by mounting the engine in the rear, believing that a rear-engine car would bring several advantages that are familiar to Corvair enthusiasts today. By eliminating the drive shaft, it would be possible to increase mechanical efficiency, reduce vibration, make the car lower, and improve interior space. Moving the engine to the rear would also make the interior quieter and shorten the front part of the body to make a longer tail possible for improved aerodynamics. The Ledwinka engineering team also

believed air-cooling would be simpler and more effective at coping with temperature extremes; a logical assumption in the days before glycol-based antifreeze became available. On the down side, positioning an air-cooled engine at the rear of a car made it difficult to route sufficient air flow through the engine compartment. Tatra was awarded several patents for improvements in this area.

The Tatra V570, as it finally evolved, was a four-seat vehicle. Its engine was a tiny 854 cc two cylinder air cooled boxer with a power rating of 18 HP at 3500 RPM. The engine, gear-box and differential were of unitary construction, much like the Volkswagen Beetle and Corvair. Although it had a small engine, it could reach speeds of 80 kilometers per hour, (50 mph), about the same as an American Model A Ford.

Tatra had been in the car manufacturing business since 1897 and when the V570 prototype was completed, Tatra already had a successful economy car on the

market, the front-engine Type 57. And so, Tatra suspended development of the V570. Only two Tatra V570s were ever produced.

#### The Streamliners.

But this was just the beginning of Tatra's affair with rear-engine cars. The Ledwinka engineering team went upscale, applying the lessons learned on the V570 to the large and luxurious Type 77 Tatra automobile. With an advanced air-cooled V8 engine located in its tail and bodywork designed by the famous Zeppelin aerodynamicist Paul Jaray, the Type 77 represented the pinnacle of automotive technology when it was introduced in 1934. Its engineering features included overhead valves, hemispherical combustion chambers, dry sump lubrication, fully independent suspension, rear swing axles and extensive use of lightweight magnesium-alloy for the engine, transmission, suspension and body. The drag coefficient of its streamlined body was reputed to be only 0.2455; more slippery than most of today's cars.

Between 1934 and 1939, the T77 was refined and replaced by models known as the T77A and T87, all of which were equipped with air-cooled V8 engines located behind the rear axle.

#### Tatra Takes Volkswagen to Court.

In 1936, Tatra also introduced a smaller car, the T97 and it was this Tatra that the Beetle resembled the most. Like its big brothers, it had a backbone chassis, four wheel independent suspension, and an air cooled rear engine. But the engine was a boxer four cylinder.

The T97's engine displaced 1.8 liters and produced 39 horsepower, good for 81 mph on the highway.

As Porsche's design for the Beetle was revealed, its resemblance to the T97 could not be denied, and Tatra sued Volkswagen for patent infringement. Indeed, Dr. Porsche had often conferred



1938 Tatra T97. Little brother to the V8 Tatra streamliners, it featured a backbone chassis, swing axle suspension and rear mounted air cooled 4-cylinder boxer engine. Introduced in 1936, it was a production car that preceded the Volkswagen Beetle by several years. Photographed at the Tampa Bay Automobile Museum by Douglas Wilkinson.



# TATRA. AIR COOLED REAR ENGINE CARS.



1937 Tatra T37A. Air-cooled rear-engine supercar. .  
Photo by David Van Mill.



1936 Tatra T77 Aerodynamic Limousine. Photo by John Wiley.



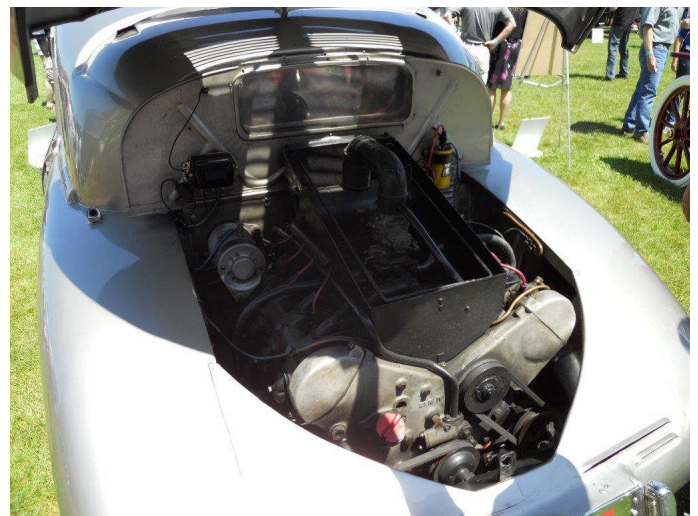
1946 Tatra T87. Photo by LVCC Member Ron Peles.  
Taken at "The Elegance" show at Hershey.



1946 Tatra T87. Photo by Zack S. Classic Cars.  
Cyclops headlight predates Tucker Torpedo.



Early 1950s Tatra T600 Tatrapian. Photo by Thomas T. "The Adventurous Eye."



Air-cooled Tatra V8 engine compartment. Photo by LVCC Member Ron Peles.

with the Ledwinkas and admitted that he “looked over Hans Ledwinka’s shoulder occasionally”.

Hitler, of course, was not pleased, and not long after the Nazis marched into Czechoslovakia, the court proceedings were terminated. Production of the T97 was brought to a halt to ensure that it would not usurp the KdF Wagen (Beetle) as the automotive engineering triumph of the age.

After the war, the KdF-Wagen went on to international stardom. Volkswagen sold millions of Beetles. Meanwhile, Tatra faded into obscurity behind the Iron Curtain.

With the Nazis gone from power, Tatra reopened the lawsuit. The case dragged on for years, but in 1961, the parties arrived at a settlement. Volkswagen paid Tatra 3,000,000 Deutschmarks, a small amount considering the fact that Volkswagen’s success was built upon Ledwinka’s engineering innovations.

Hans Ledwinka never received any of the proceeds of the settlement. He died relative obscurity in 1967.

The Communist Era.

After World War II, Tatra introduced a successor to the T97. It was named the T600 “Tatraplan” in a nod to the planned economy of the new communist regime.

It took a while for Tatra to return to the large car market, but in 1956 Tatra began manufacturing a special model just for communist party officials. It was known as the Model T603. Mechanically, the T603 retained the typical Tatra air-cooled V8 rear-engine layout of the pre-war streamliners, but the styling was a curious blend of eastern and western design elements with a bulbous rounded nose, split rear window, and Dagmar bumper bombs.

At this point, Tatracs were produced in very limited numbers and were not generally available to the public. Produc-

tion of the T603 continued into the 1960s, and it was not until 1973 when it was replaced by the much more modern Model T613, styled by the Vignale studio in Italy.

The T613 was updated from time to time, but the basic body shell remained the same until 1999 when Tatra exited the car business for good. With the fall of communism and the return of free markets in Czechoslovakia, the T613 was eclipsed by Mercedes, BMW and other luxury cars from the West.

Since then, Tatra has concentrated on the manufacture and sale of ultra-heavy duty trucks where its offerings remain competitive. The Tatra company remains in business to this day.

Vindication of the V570.

It is interesting to note that one of the two Tatra V570 prototypes was sold to a private individual who drove it for thirty years. It remains intact and resides in the Tatra factory museum.

### **DICK LEHMAN. FOUNDING MEMBER OF LVCC**

Richard J. Lehman, 85, of Bethlehem, passed away Friday, August 15, 2014. He was the husband of Virginia (Grello) Lehman. Born in Allentown, he was a son of the late Howard and Eva (Swavely) Lehman. A U.S. Army veteran of the Korean War, Richard was employed by the Bethlehem Steel Co. for 38 years before retiring. An avid car enthusiast, he was a longtime member and one of the original founders of the Lehigh Valley Corvair Club.

Traditions of Hanover has established a memorial fund in Dick Lehman’s name. According to daughter Kathy Blanar, the money is going towards items needed to maintain a used car that the retirement home just purchased.

Kathy wrote, “Since my dad was such a big car guy we thought this would be a nice way to remember him. If you

know of anyone who is interested in making a donation, the address is Traditions of Hanover, Attn. Cathy Heimsroth, 5300 Northgate Dr., Bethlehem, PA 18017.

You can also reach Dick’s daughter Kathy by writing to her at the following address:

Kathy M Blanar  
2291 Carousel Ct  
Marietta, GA 30066

### **REMEMBERING DICK LEHMAN by Dick Weidner.**

Our Secretary-Treasurer, Dick Weidner, examined LVCC club records and found the following information about the early days of the club. Dick Lehman was indeed one of LVCC’s first leaders and was instrumental in bringing Corvair enthusiasts together in the Lehigh Valley section of Pennsylvania. Here are facts from the record books;

First meeting of the club occurred on September 15, 1976 at 327 Montgomery St Allentown, PA. Dick Lehman, Larry Yoder and Joseph Robinson were present.

Second meeting also occurred on Montgomery Street in Allentown. Same three people attending.

Third meeting was held at Dick Lehman’s home 1326 High Street Bethlehem, PA. Eight persons attended. Elections were held. President Larry Yoder, Vice-President Dick Lehman Secretary Treasurer Dick Weidner.

On January 11, 1977, LVCC held its first meeting at Gutshall Chevrolet in Hellertown, PA.

On February 8, 1977, LVCC sent its Club Constitution to CORSA.

On July 1977, LVCC received notice that it had been accepted as a bonafide CORSA Chapter.



# REMEMBERING DICK LEHMAN



Dick Lehman Photos from Across the Years.

Top left: The first picture was taken at Syracuse CORSA Convention 1982. Dick is on left his wife Virginia, Butch Krenos and his wife Ellen.

Middle left: Next is his 65 Convertible leaving the Whitehall Mall at one of our shows.

Bottom left: Third is the 1964 sedan he restored.

Top right: A recent photo of Dick and his wife Virginia, taken by his daughter Kathy.

Provided by Dick Weidner.

In August 1977, LVCC appeared for the first time as a recognized car club at Das Awkscht Fescht in Macungie, PA.

In 1978, Dick Lehman was elected President of the club. His term as President lasted from September of 1978 until September of 1979.

Dick Lehman was re-elected as President in 1981, 1982, 1983, 1984, and 1985.

Dick remained active in LVCC throughout the years until June of 1992. He served our club for many years and we'll remember him fondly.

## **NECC AT THUNDERBOLT TRACK DAY REPORT**

**By Allan Lacki**

Seventeen Corvairs and nine non-Corvairs came out for the Northeast Corvair Council's (NECC's) track day on September 8, 2014. It was held at a new place this year - New Jersey Motorsport Park's (NJMP's) Thunderbolt Circuit.

### Description of the Track.

First opened in 2008, the Thunderbolt Circuit features 2.25 miles of asphalt, 12 challenging turns, a one half mile straightaway and approximately 40 acres of full service paddock space. It's a fast track with plenty of run-off space and smooth pavement.

### Driving Options:

NECC offered two choices for driver registration: (1) a high performance driving ("HPDE") option with timed laps, and (2) a restricted speed "Taste of the Track" option guided by a pace car. Prices were \$229 per driver for the former and \$29 per car for the latter.

### Sequence of Events:

All of the HPDE cars were inspected

thoroughly by John Egerton and Dan Schmidt who served as the NECC Tech Stewards. Tech inspection checklists were signed and countersigned by the owners and the inspectors.

At 8:30 AM, NECC President Brian O'Neill and NECC Director of Track Operations Ray Zabinski conducted a mandatory Driver Education meeting before sending the cars out onto the track. The meeting covered passing rules, flagging, pit-in and pit out, track layout, and other items.

HPDE drivers were separated into three groups - A, B & C - based on their cars' performance potential and driver experience. Immediately after the drivers meeting, the groups went out for twenty minute driving sessions. There were three consecutive HPDE sessions, one for each group.

After Groups A, B and C had their turns, the Taste of the Track cars took to the track. Kevin Zabinski drove the pace car. This was the first of two Taste sessions for the day. Like the group driving sessions, the Taste session lasted twenty minutes.

The initial round of HDPE and Taste sessions lasted until 10 AM, at which point Ray opened up the track for all HPDE drivers. Group restrictions were dropped so that any HPDE driver had the opportunity to run on the track at any time.

After lunch, Kevin led the Taste of the Track drivers through another twenty minute session, quickly followed by another open track session for HPDE drivers.

Timing sessions began at 3 PM. Each HPDE car was sent out separately for timing. There were only two or three cars on the track at any one time with plenty of separation between them. This ensured that each driver got a clean run without being held up by a slower car. The timed runs consisted of a warm up lap, two timed laps, and one cool down lap.

Justine Scheidel, Jorie Nailor, Brad Aston, and Roberta O'Neill recorded lap times using stop watches. To ensure accuracy, every car was timed by two of the four person timing team. Al Lacki entered the lap times into an Excel spreadsheet which ranked the results. At the end of the timed runs, copies of the lap time report were distributed to all drivers.

The timing sessions lasted until 4:30 PM and a few minutes remained before the track closed. So, Ray Zabinski opened up the track again for HPDE drivers. By this time, most of the drivers were tuckered out, but a few stalwarts took advantage of this last opportunity to do more hot laps, here at NJMP's Thunderbolt Circuit.

### Anecdotes:

Modern "water-pumpers" (non-Corvairs) set the pace throughout the day, with David Ameen, Rich Gardella, David Burnham, and Tim Sheldon racking up the fastest lap times; David with his 450 hp Mustang, Rich Gardella with his 295 hp Porsche Cayman, David Burnham with his track-prepared Maserati BiTurbo, and Tim Sheldon with his 345 Porsche 911S. Allen Bristow was not far behind in his highly-modified turbo-diesel VW Golf. Hot lap times were also recorded by Bob Scheidel in his Corvette and Brian Davis in his 2006 Mustang.

Dan Schmidt ran the fastest lap of all the Corvair drivers. Bruce Carlton and John Egerton were just seconds behind with their COMP-class Corvairs. Terry Stafford, Brett Aston, Geoff Flynn, Mike Kovacs, and Joe Salmestrelli had the fastest laps in the IS-2, IS-3, IS-4, SS-4 and SPEC classes, respectively.

It was a real pleasure to see Mike Kovacs run his bone-stock Corvair Monza sedan at this event; positive proof that you don't need a racing car to have fun at an NECC event.

We also had a couple of novice Corvair  
*(Continued on page 8)*



# NORTHEAST CORVAIR COUNCIL PHOTOS



#6 John Egerton, #68 Mike Pietro, #48 Dave Burnham



#99 Kerwin Nailor (Philadelphia Corvair Club)



8:30 AM Drivers meeting.



Timing crew



LVCC member Lacki is third from top of photo.



Burgundy V8. Joe Salmestrelli of Trenton, NJ.

drivers run with us this year. Kerwin Nailor and Joe Salmestrelli put their Corvairs on the track for the very first time with us. Kerwin's Corvair is a Yenko Stinger tribute car, complete with Yenko sail panels, roll bar, racing seats, and other modifications. Joe Salmestrelli drove his mid-engine Crown conversion Corvair, powered by a big 350 CID Chevy V8. Joe owned it since 1977 but had driven it only on the street until now. He ran straight pipes for this occasion, and it sounded great - and loud!

My own Corvair ran fine with one minor incident. During the initial practice session, I ran out of gas! They towed me back into the paddock area. But the problem was quickly solved. The fuel pump hold-down bolt had loosened and so the pump stopped working. A quick twist of a wrench and I was back in action for the rest of the day.

#### Accommodations:

The Thunderbolt Circuit is one of two separate tracks located within the premises of New Jersey Motorsports Park, the other track being the somewhat smaller Lightning Circuit. Both have on-site gas pumps, compressed air, meeting rooms, snack bars, and dispensaries selling helmets, lubricants, and the usual tchotchke items. NJMP also has rental apartments with garages and a large pub with a fine menu and a fully-stocked bar.

In addition, the Thunderbolt circuit has a number of "VIP Suites" for rent located right alongside pit row on the main straightaway. The term VIP Suite may be a misnomer for the rooms were a bit spartan with futons instead of beds, but we found them to be clean and reasonably priced at \$99 per night. The convenience was unbeatable. Simply roll out of bed, grab a breakfast sandwich at the snack bar, and walk a few steps to the drivers meeting in the morning.

NJMP is located only a few miles outside of Millville, New Jersey, where several other motels are available. A few folks stayed at the local Comfort Inn for the discounted price of only \$79 per night.

#### Photos and Lap Times:

We have lots of photos of this event on the NECC website:  
[http://www.corvair.org/chapters/necc/2014\\_thunderbolt.html](http://www.corvair.org/chapters/necc/2014_thunderbolt.html)

We have lap times, too:  
[http://www.corvair.org/chapters/necc/awards/necc\\_thunderbolt\\_time\\_trials\\_2014.pdf](http://www.corvair.org/chapters/necc/awards/necc_thunderbolt_time_trials_2014.pdf)

If those links don't work, then simply go to the NECC website home page and use the navigation menu to locate the photos and the results. The home page address is:  
[www.neccmotorsports.com](http://www.neccmotorsports.com)

#### Drive with NECC:

There is a lot of positive chatter about this event on the Corvair Racers Facebook page. A lot of people agree that the event was well-managed and the track was a lot of fun to drive. Join us for NECC's next event! Planning for 2015 has already begun. The Lehigh Valley Corvair Club is an NECC member club.

## LVCC GANG GOES TO DETROIT

LVCC members Jerry Moyer, Fred Scherzer, Dick Weidner and Al Lacki took a ride to Michigan on Thursday, August 21 to attend the Detroit Area Corvair Club's Homecoming mini-convention. A good time was had by all!

Jerry did the driving in his big honkin' GMC crew cab pickup truck. We all piled our luggage and folding chairs in the bed of the truck. There was plenty of room.

The Detroit Area Homecoming is an annual event. In many ways, it's just like a regular CORSA Convention. It includes a car show, road rally, valve cover races, museum tours, a movie, and plenty of vendors selling new and used Corvair parts. Over 100 people registered and more than 80 Corvairs were on display.

## 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](mailto:rcwvair@rcn.com)



# DETROIT AREA CORVAIR HOMECOMING



Jerry Moyer admiring cars at DACC Homecoming Show.



Fred Scherzer, Dick Weidner and Jerry Moyer.



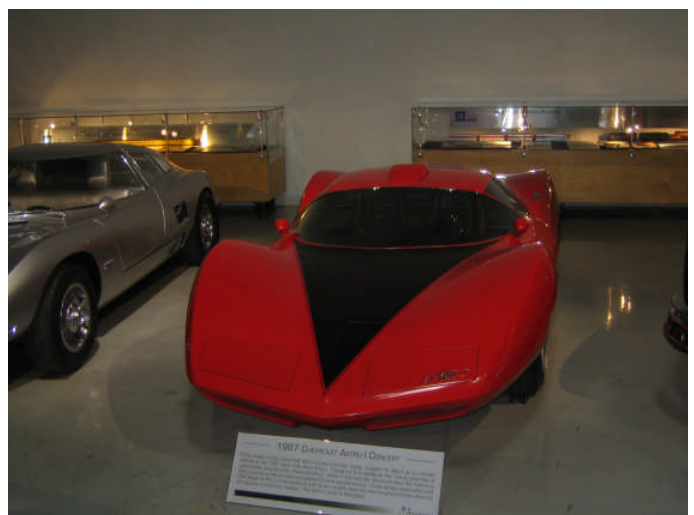
Dick Weidner with Bryan Blackwell of the Virginia club.



Plush interior of Mitchell Monza at Ypsilanti Museum.



1962 Monza GT at GM Heritage Museum.



1967 Astro I at GM Heritage Museum.

The food and drink at the Hospitality Room was impressive. It included a nice selection of fixins' for hot and cold sandwiches, plus a cookout on Friday night and pizza party on Saturday night. More pizza with plenty of toppings. More pizza than anyone could eat! And dig this—a keg of beer was on tap throughout the event. Step right up and have a drink!

Did we mention museum tours? Yes, there were two of them. First, on Thursday, was free admission to the Ypsilanti Automotive Heritage Museum which has a fine collection of Hudsons, Kaiser-Frazers, and of course, Corvairs. This is where the Corvair Society of America's collection resides, and it is displayed prominently in its own separate section of the museum.

Then, on Friday, we toured the GM Heritage Museum. It's normally closed to the public, but the fine people of the Detroit Area Corvair Club have connections and managed to get free admission for us. In addition to a nice selection of factory stock Corvairs, almost all of GM's experimental Corvairs were on display including the Super Spyder, Monza GT, Monza SS, and Astro I. But that's not all, for many, many other milestone GM cars were there, including Chevies, Pontiacs, Oldsmobiles, Buicks and Cadillacs. Also present were the Firebird turbine cars, the Buick Y-job, the Aerovette, and more.

Of course, the best part of regional conventions like this are the people. We met so many friends and acquaintances

there. It was impossible to get bored or be lonely. It was truly an enjoyable trip.

## LVCC MEETING NOTES

LVCC President Dennis Stamm presided over the August 27 meeting of the Lehigh Valley Corvair Club. Attendees included Allan Lacki, Larry Lewis, Jerry Moyer, Jim McNalley Sr., Scott Oberholzer, Fred Scherzer, Bob Weidner, and Dick Weidner.

Dick Weidner recited the minutes of the club's July meeting which were approved as read. He also reported that the club has \$1,357.91 in its checking account.

Dennis Stamm asked for a motion to reimburse Dennis Weaver for a portion of the costs incurred in purchasing a new EZ-Up for Das Awkscht Fesch. It was noted that Dennis retains ownership of the EZ-Up and it is intended for his own personal use as well as club events. A motion for a \$75 reimbursement was made, seconded, and approved by the members.

Dennis Stamm noted that he has not yet received the CORSA Chapter Newsletter Award. Allan Lacki agreed to call CORSA to inquire about its status. A trophy or plaque is expected to arrive in the mail.

The members discussed special license plates that are available to owners of older cars in Pennsylvania. Several types of plates are available, including

Antique, Classic Car, Collector Car, and Street Rod plates. Unique fees, inspection requirements, and usage limits are associated with each type of plate. Corvairs owners are encouraged to inquire about the particular kind of plate that is best for them.

Al Lacki gave a quick report on the Detroit Area Corvair Club's Homecoming event that he attended with Jerry Moyer, Fred Scherzer and Dick Weidner.

Bob Weidner noted that Craig's List has an ad for a Corvair that is for sale in Catsauqua. The car is equipped with disk brakes and other upgrades. The asking price is \$3,500.

Dick Weidner talked about the passing of LVCC founding member Dick Lehman. He visited Dick Lehman several months ago and has been in touch with his wife and daughter. Details will be posted in the September issue of The Fifth Wheel newsletter. (See page 4).

The members also discussed local car shows they plan to attend, including the Central Pennsylvania Corvair Club's "Corvair Day" at the Hershey AACA Museum.

Our next meeting will occur Wednesday, September 24. Mark your calendar! Bring a friend!



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

### **Wednesday, September 17, 2014 :::: Cruise Queen City Diner.**

Location: 1801 Lehigh St, Allentown, PA 18103. Time: 5:30 to 8:30 PM. Rain Date: 09/24. Door prizes, 50/50, trophies. \$1 donation benefits Canine Partners for Life. Host: Found in the 60's. Info: Roger 610-799-4922.

### **Saturday, September 20, 2014 :::: Coopersburg Community Day & Car Show.**

Location: Rt 309, Coopersburg, PA, Enter show field by R/T Speed on Landis St. Time: 10 AM to 5 PM. Rain or Shine. Any make and model vehicle up to 1970. No Entry Fee. Music, food, flea market, crafts. Info: Rob Newhard 610-282-3414.

### **Saturday, September 20, 2014 :: Low-Speed Double Autocross At Steelstacks.**

Location: SteelStacks at ArtsQuest, 645 E 1st St, Bethlehem, PA 18015. Time: 8:30 AM to 4 PM. Rain or shine. All cars welcome. Bring your valid driver's license, auto insurance, Snell SA or M type helmet (2005 or newer). \$20 per event/registrant; \$35 both events. Host: Allentown Area Corvette Club. Info: Jeff 610-965-8593. Website [www.allentowncorvetteclub.org](http://www.allentowncorvetteclub.org)

### **Saturday, September 20, 2014 :::: Cruise Night At Macungie Memorial Park.**

Location: 50 N. Poplar Street, Macungie, PA 18062. Time: 5 to 9 PM. Price: \$1 per vehicle charged by The Macungie Memorial Park Association for park repair. Sponsored by: Wheels of Time Street Rod Association [www.wheelsoftime.org](http://www.wheelsoftime.org)

### **Saturday, September 20, 2014 :::: Autocross at Steelstacks.**

Location: ArtsQuest, 645 E 1st St, Bethlehem, PA 18015. Rain or Shine. 8:30 AM to 4:00 PM. Low-Speed Double Autocross at the Steelstacks. All cars welcome. Bring your valid drivers license, auto insurance, Snell SA or M type helmet (2005 or newer). Registration \$20.00 per event/registrant; \$35 both events. Host: Allentown Area Corvette Club. For info, call Jeff at 610-965-8593. [www.allentowncorvetteclub.org](http://www.allentowncorvetteclub.org)

### **Sunday, September 21, 2014 :::: Fiberglass & Steel All-Chevy/Corvette Show.**

Location: SteelStacks at ArtsQuest, 745 E First St, Bethlehem, PA 18015. Time: 9 AM to 3 PM. Rain or Shine. All Chevy (or Chevy powered) cars, trucks, rods, Corvettes welcome. Music, door prizes, 50/50, food, drinks, trophies.. Pre-Registration: \$15. Day of show: \$20. Host: Allentown Area Corvette Club. Info: Kevin 484-264-7776. Website: [www.allentowncorvetteclub.org](http://www.allentowncorvetteclub.org)

### **Wednesday to Sunday, October 1-5, 2014 :::: Fall Carlisle Swap Meet.**

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, PA 17013. Fall Carlisle plays host to thousands of collector and classic automotive enthusiasts, with 8,100 vending spaces on 150 acres and 2,000 cars at the car corral. Admission: \$10 per person per day, \$30 for all five days. <http://www.carsatcarlisle.com/>

### **Saturday, October 4, 2014 :::: Fall Car Show and Flying Festival.**

Location: Chester County G. O. Carlson Airport, 1 Earhart Drive, Coatesville, PA 19320. The 2014 Fall Flying Festival and Car Show will be held at the Chester County Airport. It is a community outreach event that is held each year. The event is open to the public from 10 AM to 4 PM with food and fly bys. \$10 preregistration and \$12 day of show. <http://www.fallflyingfestival.com/>

### **Wednesday to Saturday, October 8-11, 2014 :::: AACA Eastern Fall Meet at Hershey.**

Location: Hersheypark Grounds, 100 W Hersheypark Drive, Hershey, PA 17033. Join the Hershey Region of the Antique Automobile Club of America for the Eastern Division National Fall Meet and Car Show in Hershey, Pennsylvania. This four-day event will feature: a flea market with more than 9,000 vendor spaces; a car corral with 1,000 plus antique vehicles for sale; and car show on Saturday displaying approximately 1,300 historic automobiles from more than 120 different classes. Public admission is free. <http://www.aaca.org/>

### **Sunday, November 2, 2014 :::: Riegelsville Fall Roll Out.**

Location: Riegelsville Ball Park, Rt. 611, Riegelsville, PA 18077. Fall Roll Out Car Show and Automotive Flea Market. No cars newer than 1990. Vintage, Antiques, Street Rods, Customs and Trucks. Vendor Spaces are available. , approx. 20x30 for \$25. Vendor Pre-registration is available. No entry fee or registration fee. First 475 exhibitors receive dash plaques. Peoples Choice Awards, DJ ALL DAY. Food Vendors on the premises. For more information call (484) 316-0204. <http://www.FallRollOut.com>

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



**FOR SALE:** O-Ring Sets: \$7.00 full set. Top carb screw sets, new fasteners: \$3.50 set. Some washer concentrate bottle labels, new: \$1.00 each. Valve cover bolts, 6 bolt/4 bolt & deep cover S/S bolt sets: \$2.00 & \$3.00 per set. Call Bob King at 610-224-2873. Email: kcorvair@ptd.net

**WANTED:** Shifter and linkage to convert a late-model Corvair from Powerglide to 4 speed. Also wanted: Late Model Corvair 13 inch tire rim. Call Curt Stone at 201-776-8328 (Cell phone) or 570-284-4261 (Home phone). Email: cwscurt@gmail.com

**FOR SALE:** Dale bolted flywheel for 1964-69 Corvair clutch. Used approximately 10,000 miles. Perfect condition. \$60. Contact Allan Lacki. Phone: (610) 927-1583. Email: redbat01@verizon.net.

**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, Sept. 24, 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.

### ***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