



the fifth wheel

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ESTABLISHED 1976

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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 (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 CORSAs members or \$15 a year for non-CORSAs members.

SMALL ON SAFETY

A number of Corvair owners attended the All Air-Cooled Gathering, sponsored by the Central Jersey Volkswagen Society on September 21 2014. In addition to a show of more than 250 air-cooled vehicles, this event included VW valve cover racing, kids games, 50/50, a swap meet, and the "Dub Push."

Plenty of VW enthusiasts came by to check out the Corvairs. Most were very receptive toward our cars, but we encountered a couple of detractors. One insisted that Corvair engines fall out. Another VW owner insisted that Corvairs are unsafe.

Talk about the pot calling the kettle black! Apparently, they never read Ralph Nader's book, "Small on Safety - The Designed-In Dangers of the Volkswagen" published in 1972! Everybody knows about "Unsafe at Any Speed". Few people know about "Small on Safety".

Unsafe at Any Speed

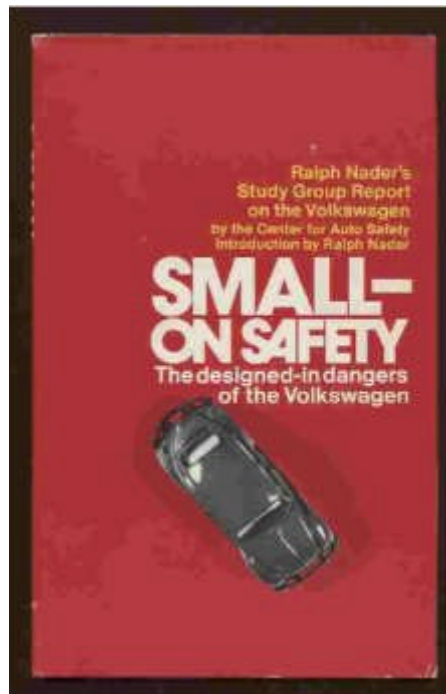
Unsafe at Any Speed was published in 1965. It is often cited as the book that brought the Corvair down. But only the first chapter, 33 pages out of that 289 page book, focused on the Corvair. The remaining 256 pages concentrated on just about every conceivable type and cause of safety deficiency common to all automobiles on the market at that time. These included brake failures, overloaded tires, spear-like steering columns, knife-edge fins, sharp-edge instrument panels, poor ergonomics, chassis that split in half on impact, and many more.

In Unsafe at Any Speed, nobody seemed to escape Ralph Nader's poison pen. Engineers, stylists, industry associations, government agencies, and of course, industry executives were all

taken to task. Even the wildly successful Ford Mustang came in for criticism, not only for its primitive rear suspension, but also its hood edge "that was sharp enough to act as a chopper" on any poor pedestrian who may be struck by it.

Small on Safety

It took a while before Ralph Nader and his raiders turned their attention to the Volkswagen Beetle. Small on Safety - The Designed-In Dangers of the Volkswagen, was published in 1972, seven years after Unsafe at Any Speed. It



was written by the Center for Auto Safety, Inc., which was founded in 1970 by Ralph Nader and Consumers Union. Ralph obviously had a hand in authoring this book. He wrote the Introduction and the style of writing throughout the remainder is the same as in Unsafe at Any Speed.

Small on Safety does not have as many pages as Unsafe at Any Speed. But all 170 of its pages are focused on purported safety deficiencies of the Type I Volkswagen Beetle and its variants.

It must seem serendipitous from Volkswagen AG's point of view, that the reputation of the Corvair was sullied while the Volkswagen Beetle remained the best selling sub-compact car in America after Small On Safety was published.

Using Ralph to Your Advantage

Many Corvair enthusiasts heap scorn on Ralph Nader and his safety crusaders. We like to point to the 1972 NHTSA study on Corvair handling as proof that the Corvair was as safe, if not safer than, other compact cars of the 1960s.

But there is no doubt that cars being manufactured today-with their air bags, crush zones, shoulder belts, multi-link suspension systems, and high-traction tires-are far more crashworthy than anything offered on the market fifty years ago. And the call for safer cars began with safety advocates like Ralph Nader.

Few if any cars of today incorporate the design deficiencies that he brought to attention in Unsafe at Any Speed and Small on Safety. And Small on Safety cited the Volkswagen Beetle as having so many such deficiencies.

Unsafe at Any Speed relies mostly on testimony, commentary, and opinions given both inside and outside the courtroom. On the other hand, Small on Safety relies on extensive statistical accident data collected and analyzed by third-party agencies, most notably Cornell University. In that respect, the conclusions offered in Small on Safety may be a bit more objective.

Among other things, the authors of Small on Safety recommended that all pre-1968 Volkswagens be recalled and retrofitted with better seat tracks, stronger seat backs, improved door latches, improved fuel caps, fuel tank straps, anti-roll bars, safety rim wheels, wider tires, seat belts, and shoulder harnesses.

SMALL ON SAFETY



Ernie Kovacs' Corvair wasn't the only car to do this trick. This poor VW Beetle met its demise similarly.



The swing axle suspension on early VW Beetle was blamed for instability and rollovers.



Prior to Oct. 1967, VW wheels did not have these safety beads to prevent air out with tubeless tires.



Volkswagen Beetle seat frames were susceptible to breakage causing driver and passenger ejection.



Nader didn't focus solely on Corvairs and VWs. This GM X-frame was said to split in half on impact.



Rollovers may be less common today, but they can still occur as demonstrated by this Toyota Yaris.

Paradoxically, Volkswagen of America commissioned one of the Cornell studies that the authors of Small on Safety used as evidence to support their recommendations.

The remainder of this article consists of excerpts from Small on Safety. These are just a few of the gems in that book. Remember them the next time a Volkswagen owner -or anyone else for that matter- chides you about the safety of your Corvair...

Findings from Cornell University

As noted above, Small on Safety relies heavily on accident statistics collected and analyzed by Cornell University. Specifically, the work was done in the Cornell Aeronautical Laboratory.

Although the lab concentrated on aerospace engineering, it also embarked on an Automobile Crash Injury Research (ACIR) project which spanned several years. According to Small on Safety, the ACIR released two study reports of particular interest, the first analyzing crash injury as a function of car size.

"The (first) ACIR study was particularly disturbing to Volkswagen since nearly half of the small cars in the sample area were VWs. Volkswagen feared that publicity given to this study would adversely affect sales at a time when they were consolidating their capture of close to 5 percent of the American market. So, apparently to counter bad publicity from the report, Volkswagen commissioned a (second) study to be carried out by ACIR dealing specifically with the VW Beetle. The data in the original ACIR study are based on a sample of 27,552 crash-involved vehicles, of which 879 were VW Beetles, 325 were Renaults, and 391 were other foreign makes. (The remainder were American cars). The vehicles were primarily pre-1966 models and are all two- or four-door sedans."

"When ACIR personnel studied these crashes, they found that the most common type for the VW was the "principal

rollover." This is defined as a crash in which major damage to the car is associated with a rollover, although both rollover and collision may have taken place. Of the Volkswagen crashes, 40.6 percent were principal rollovers; by comparison, for other foreign sedans (except Renault), 30.2 percent of crashes were principal rollovers. The VW figures are alarming, not only because of the frequency of principal rollovers, but also because 69 percent of these rollovers occurred in the absence of collision, indicating serious instability in the car."

ACIR further computed the speed above which the chance of rollover in a collision is greater than 50 percent. For the Beetle, this speed is 50 mph, while for other foreign sedans (except Renault), this speed is 62 mph. By contrast, American cars in the study had a less than 50 percent chance of rollover in crashes at speeds up to 80 mph."

"The rollover problem is but one of the Volkswagen's distinctive hazards. The ACIR study found that 1966 Beetles displayed other safety problems:"

(1) "Occupants of Beetles were ejected from their vehicle much more frequently than from virtually any other contemporary vehicle. Drivers of VWs were ejected in 11 percent of all collisions and in 36 percent of all rollovers. Corresponding figures for other foreign cars (except Renault) were 9.5 percent and 27.4 percent, while for light American cars the figures are 5.7 percent and 20 percent. The propensity of Beetles to eject their occupants is a particularly important deficiency since, as the ACIR report states, more than 90 percent of those ejected (from all cars in the study) were injured, compared with approximately 70 to 80 percent for non-ejected occupants. The percentage of dangerous and fatal or fatal injuries generally was three to six times greater than among non-ejectees."

(2) "When a VW is hit from the front, the odds are greater than one in four (the exact figure is 26.1 percent) that the seat tracks, which hold the seat in

place, will be damaged. This figure is only a little higher than for other cars; what is important is that in 38.8 percent of these cases, the seat was torn completely loose from its track. When this happens in a rear impact, the occupant and his seat can be thrown into the rear of the car, injuring him and the rear passengers. The seat's occupants can even be ejected out the rear window, since the seat belt and shoulder harness offer little or no restraint to such rearward movement..."

(3) "Steering-column penetration into the passenger compartment occurred in 16.9 percent of the crashed Beetles, topped only by the Corvair with 21.3 percent penetration. These cars share a design defect: the steering box (located at the forward end of the steering column) is ahead of the front axle. Thus, in a front-end collision, the first solid part of the car that the colliding object meets after the bumper is the steering box, which in turn pushes the steering column and wheel backward into the driver's chest."

(4) "The Beetle was found to be more vulnerable to side impacts than other cars. Only 81 percent of the Beetles were left with their interior compartments intact after side impact, compared to almost 90 percent for most other cars."

(5) "The top structure of the Beetle was found to cause 4.5 percent of the major injuries to occupants compared to 2.7 percent for other foreign cars, and around 2 percent for most domestic cars."

Tire Rims

"Compounding the rollover problem in Beetles built before mid-1968 is a design defect that is absolutely inexcusable. As the cornering forces on a turning Beetle, or any car, increases, the wheels incur increasing side loads which, in effect, try to pull the tire into the center of the wheel, causing an "air-out." If, for instance, a car is turning left and the right tires suddenly air-out,

the car will fall suddenly towards its right side and this may induce roll-over."

"Air-out is easily prevented by safety wheel rims, which were patented in 1940 by C.H. Sauer. A safety rim incorporates "safety humps" running circumferentially around the rim to retain the tire bead more securely... The safety rim reduces the chance of an air-out - which occurs when air is suddenly lost from a tubeless tire because of the unseating of the tire bead... The patent on safety rims passed into the public domain in 1957, but Volkswagen delayed the incorporation of safety rims on the Beetle until 1968-more than ten years beyond that date..."

Fire Hazards

"If the occupants of a VW involved in a crash remain in the vehicle and are not ejected through the rear window or out the doors, there are still other hazards with which to contend. One of the worst dangers is by fire. The performance of the Beetle's gasoline storage system is a serious threat to vehicle occupants in front-end crashes, which account for 60 to 65 percent of all Beetle crashes."

"The first problem with the fuel system is the location of the gas tank. All Beetles except the Super Beetle have the

gasoline tank positioned immediately behind the spare tire. Only the bumper and the hood are in front of the spare tire, so that sufficiently severe frontal impacts can drive the spare tire, its wheel, and the sheet metal of the wheel into the gasoline tank."

"Moreover, the tank extends down through a cut-out in the sheet metal floor of the luggage compartment, so that deformation of this part of the body will deform and possibly crush or rupture the tank. Even the fuel tank in a Corvair is entirely below the floor of the luggage compartment, so that it is protected by basic structure against direct impact."

"Once the fuel system's integrity is destroyed-by tank rupture, gas cap dislodgement, or fuel line separation-gasoline will spill and can be ignited by sparks from the partially exposed electrical connections behind the instrument panel in the luggage compartment. The glove compartment, which projects into the trunk, and the cover over the back of the instrument panel are made from inflammable paper-board, providing an additional path for fire."

"The second design factor which creates a further design hazard is the way the fuel tank is attached to the car. American cars have steel straps to hold the tank securely in place, but VW uses

four clips, which press down on the edges of the tank near the four corners... The problem with the four-point attachment is its rigidity; the tank acts as a structural member of the floor to which it is attached. In a crash, the floor can be pushed into the fuel tank as the whole structure crushes, thus distorting or rupturing the tank. Straps transmit less distorting force."

"The third factor which weakens the VW's gasoline storage system (on 1961-67 models) is the location of the filler neck on the left front corner of the tank, immediately behind the spare tire. A front impact, particularly on the left front of the car, can shear off the filler neck, which protrudes about four inches above the top of the tank."

"The fourth, and perhaps most dangerous design defect of all, is the gasoline filler cap on 1961-67 models. These caps are so weak that they are easily dislodged in a collision in which the tank is slightly deformed. The propensity of the caps to become completely dislodged had been known to Volkswagen for two years before they were withdrawn from production and a sturdier cap was produced. These findings were denied by Volkswagen of America but were corroborated by AB Scania Vabis, the Swedish VW distributor, which offered the redesigned gas cap at no cost to all 250,000 owners of 1961-67 Beetles in Sweden."

(Continued on page 6)



VW Microbus

"While the Type I VW is the most dangerous car in use in significant numbers in the United States today, extensive data indicate that the Type II (the "van" or "microbus") is by a wide margin the most dangerous four-wheel vehicle of any type designed for highway use and sold in significant numbers. This means that the microbus is more likely to take your life in a crash than any four-wheel vehicle you are likely to buy for driving on the public roads. Figures cited in Chapter 1 indicate that drivers of minibuses are more than twice as likely to sustain serious or fatal injuries in a crash than drivers of the average car."

Recall Proposal

"While the Beetle is unsafe, there are measures which can be taken to diminish its worst safety deficiencies. On the other hand, the VW microbus or van is so unsafe that it should be removed from the roads entirely."

"The investigation for this report leads to the conclusion that Volkswagen of America has an obligation to recall all Volkswagen vehicles for the safety defects listed below..."

"1. Seat Track Weakness. The likelihood of seat track separation in Beetles produced before the 1971 models has been well documented. These tracks must be strengthened either by replacement or by some other means so that they will not separate when the car is rear-ended by a full-size car at only 30 mph..."

"2. Seat Back Weakness. The tendency of the seat back to collapse under moderate force loadings is due to the relatively thin gauge steel tubing used in this component. This frame should be replaced or strengthened consistent with the improved strength of the seat track suggested above. At the same time, head restraints, which conform with FMVSS 202, should be added to the seats of Beetles produced before 1968."

"3. Door Latch Deficiencies. The question of compliance of the latest Beetle door latch must be settled immediately. If the latch does not comply, the 1967-71 cars equipped with this latch must be refitted with a latch which does meet the standard, and Volkswagen must be fined for non-compliance with this standard."

"4. Fuel System. Among the improvements that could be made to the fuel storage system of the 1961-67 Beetles, the most important is the replacement of the faulty fuel cap with the redesigned cap now available from VW dealers... VW should install straps across the top of the fuel tank to provide better anchorage. VW should produce a redesigned cover for the back of the instrument panel and supply it to owners at no expense. This cover should effectively seal this area, which houses electrical components, from the luggage compartment, where the fuel tank and filler neck are located..."

"5. Wheel Rim Inadequacy. VW should produce a five-lug wheel with a safety rim and make it available, free of charge, to those owners of VWs produced prior to October 10, 1967. This rim would prevent air-out and help to hold the tire carcass on the rim in the event of a blowout or puncture."

"6. Seat Belts and Shoulder Harnesses. Volkswagen should retrofit seat belts and shoulder harnesses, free of charge, in all VWs presently lacking them. This is the minimum step which must be taken to reduce injuries due to lack of interior space."

"7. Handling. In order to reduce the number of injuries and deaths due to the problems of Beetle handling, Volkswagen should (a) Encourage the use and supply to the dealers five-inch wheel rims for the safety type. Wider tires mounted on such wheels would improve traction. (b) Provide anti-roll bars for the 1959 and earlier models for installation on the front suspension. (c) Undertake a massive advertising campaign to alert VW drivers to handling problems of the Beetle."

"8. Future production model Volkswagens should incorporate all improvements listed in this section, as well as side guard door beams, additional front and rear crush space, and further improved suspension systems. Other problems such as the side-wind sensitivity and large center of gravity height to track ratio cannot be corrected in the current Beetle design. This design should be phased out as soon as possible. Volkswagen microbus production should cease immediately."

Wrap Up

Corvairs were not alone among cars cited for safety problems in the 1960s. According to statistical evidence presented in *Small on Safety*, the Volkswagen Beetle had many safety issues of its own. It would be silly to get into a debate as to which car was more unsafe. But if a Beetle owner ever reproaches you for driving an unsafe vehicle, you should tell him about *Small on Safety*. And then propose a toast to our cars. Get together and have a beer!

LATE MODEL CORVAIR 3-POINT RETRACT- ABLE SEAT BELTS

From time to time, we hear stories about guys who installed 3-point safety belts in their Corvairs. Here are two such stories. The first was written by John Porterfield of the Central Virginia Corvair Club. He installed a set of 3-point belts from a vendor named Morris Classic Concepts. The second story was written by LVCC member Allan Lacki. His setup is very similar to John's, but he procured his belts from Wesco Performance.

John Porterfield's Story

Hi Everyone, I want to share about the 3-point retractable seat belts that I installed on the front seats of my 67 coupe recently. The belts are made by Morris Classics, and this is the first set

3-POINT RETRACTABLE SEAT BELTS

Left: Morris Classic Concepts prototype 3-point retractable seat belts as installed by John Porterfield.



Right: Wesco Conversion Van 3-point retractable seat belts as installed by Al Lacki.



they have made for a Corvair.

The set consists of a retractor/belt assembly, a custom floor mounting plate, female buckle, a roof mount cap, and hardware. Morris offers many belt color choices to match your interior. The retractor cover and the roof mount cap are black plastic, but you could paint or dye them if you would like.

The 1/8" thick stainless steel mounting plate is designed to fit the floor of the Corvair and bolts to the original floor seatbelt mounting hole. The plate has a vertical tab to which the retractor assembly bolts. Although I left the plate sitting on top of the carpet, it could be installed directly against the floor with the carpet on top, though a slit would have to be cut in the carpet for the vertical tab to stick through.

The upper mount bolts directly to the factory shoulder harness mounting holes that were installed in 66 1/2 - 69 Corvairs. There is a plastic cap that covers the fasteners.

The inboard buckle mounts to the floor

in the same fashion as a regular lap belt. Since the floor mounting location is fixed but the seat can slide back-and-forth, Morris custom makes this belt to the length that fits where you position the seat.

The retractor locks when the belt is extended quickly and, in my opinion, the belt speed at which it locks is a good compromise. It locks up at a speed that is faster than you would typically move your upper body but slow enough that it doesn't get aggravating.

I've attached some pictures which show the set installed. I think they look nice installed, and I like the added safety benefit.

Billy at Morris was great to deal. If you want to get a set, contact him through his website at <http://www.morrisclassicconcepts.com/>.

Al Lacki's Story

The prior owner of my Corvair installed a pair of factory shoulder belts. I found them to be very uncomfortable

because they cut across my neck, right below my chin. This is due to the fact that they are mounted to the roof of the car, above the rear seats.

A couple of years ago, I noticed that a company named Morris Classic Concepts was offering 3-point retractable belts for 1967-69 Camaros. They used factory anchor points throughout, including the roof anchor for the shoulder belt. I immediately noticed two things: (1) the factory shoulder belt anchor for the Camaro is located in the roof, above the rear seat, just like my '66 Corvair, and (2) to compensate for this anchor point, Morris Classic Concepts used a hanging sash guide that alters the shoulder belt's angle of attack. In other words, Morris Classic Concepts solved the problem of the belt rubbing across the neck.

This is exactly what I wanted and so I immediately contacted Morris Classic Concepts. But at that time, they were not interested in doing shoulder belts for Corvairs. And so, I designed my own set-up, using parts from Wesco Performance and Julianos.

For Missy and Joan

It's dirty pool to mock someone else to make yourself feel better. And it may appear that this month's issue of the Fifth Wheel does just that. Our friends in the Volkswagen community aren't going to be happy when they see my article about "Small on Safety-The Designed In Dangers of the Volkswagen". But I included it anyway.

Corvair enthusiasts tend to be a defensive lot. We've been defending the Corvair's safety record for fifty years. Public opinion of Corvairs has seemed to soften since the early days, but from time to time, we encounter self-appointed experts who ridicule our cars.

Some of them are very opinionated and we'll never convince them. But most reasonable people will listen to facts. If Small on Safety is any indicator, the Corvair was certainly no less safe than the ever-popular Volkswagen Beetle. And it is not a stretch to say that, in most respects, the Corvair was no less safe than many other cars of the 1960s.

Even though Ralph Nader, America's most famous safety advocate, branded the Volkswagen Beetle as one of the most unsafe vehicles on the road, Beetles remained wildly popular in the United States, both then and now. Maybe the Beetle's popular culture appeal is so great that the glow blinds some people to their design deficiencies, as evidenced by the couple of Corvair detractors we met at the Air Cooled meet. We need not argue with them, but at a minimum, we should be comfortably cognizant of their own delusions. Al Lacki

My 3-point shoulder harnesses are Wesco conversion van belts with inertia-locking reels, hanging sash guides, and 1 1/2 inch inboard sleeves, Part Number #402-6. I mounted them to the factory roof anchors using Juliano's roof anchor adapters for '66 to '73 GM cars, Part Number JU01096. In addition, I used much Grade 5 and 8 hardware which I purchased from Wesco and my local hardware store.

The geometry of my set-up is very similar to that offered by Morris Classic Concepts. In fact, I may have improved on it a touch. The inboard seat belt anchors on a Corvair are mounted behind the bucket seats instead of beside them. And so, I fabricated a steel bracket to relocate these anchor points where they should be for better fit. It bolts into the factory holes in the floor and is extremely rigid. I copied the basic design for this bracket from Van Pershing's Corvair website at <http://www.persh.org/Corvairs/seatbelts.htm>

Although they are not perfectly comfortable, they are much better than the factory belts, and because the retractors are inertial reels, I can reach anything in the interior, including the all-important emergency brake, while belted-in.

LVCC MEETING NOTES

Here are notes from the meeting we held on Wednesday, September 24!

The meeting was called to order by Vice President Fred Scherzer. Attendees included Fred, Dick Greene, Keith Kohler, Al Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, and Dick Weidner.

Dick read the minutes from our August meeting and gave a current Treasury report. Both reports were approved unanimously by the attendees. The club currently has \$1,494.11 in its checking account.

Dick read correspondence he received during the past month, including a note from LVCC member Jerry Lopez who is currently living in South Carolina.

Dick also received a package from the San Diego Corvair Club, which is organizing the 2014 Great Western Fan Belt Toss (GWFBT). The package included a number of raffle tickets being offered at \$5 apiece. Prizes consist of gift certificates from Clarks Corvair Parts, California Corvairs, and Rafee Corvair Parts. They range in value from \$500 for third-place to \$1,000 for first place. The prizes will be awarded at the GWFBT banquet, which will be held on October 25.

Dick sold a number of the raffle tickets at our meeting. He'll proceed to send the money to the San Diego club. We hope someone in LVCC will win a prize!

Dick Weidner and Larry Lewis discussed the Silver Creek Antique Car

Show they attended. In addition to their own Corvairs, a couple of Ramp-sides were on display, including John Schumaker's Rampside which sports a turbo engine and fully-stocked bar with crystal decanters in the pickup bed!

Several members expressed dismay about the heavy rain that occurred on September 14, the day of the Central Pennsylvania Corvair Association's Corvair Day at the Hershey AACA museum. Had the weather been more favorable, more of us would have attended. Nevertheless, a couple LVCC members did brave the wet. Rich Greene was particularly impressed by the AACA museum which included a beautiful late model Corvair on display on a rotating stage, right at the entrance. Apparently, this is a permanent display that was donated to the museum recently.

Dick Weidner talked about bargain-price car batteries he has purchased at the Deka factory in Lyons, PA. The Deka facility has a store that is open to the public. Among other things, the store stocks "seconds" - batteries that have minor cosmetic blemishes but are perfectly usable. Dick recently bought two such batteries there for a total price of only \$107.

Dick Greene works for another battery manufacturer that has a presence in our area, namely Optima Batteries. These are high-end batteries that are often used in racing applications. Each cell consists of lead and sponge-like sheets

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

rolled together. The sponge sheets contain and encapsulate the electrolyte, making it impossible for them to leak. Dick said they last longer and charge faster than conventional lead acid batteries, but of course, they cost more.

Al Lacki talked about the All Air-Cooled Car show that he attended in Flanders, New Jersey. He also talked about the shoulder harnesses and a mechanical vacuum switch he was installing in his own Corvair.

Al is using the mechanical vacuum switch to shut off the vacuum advance on his distributor when his engine is idling. Normally, this function is provided by a ported vacuum connection located on the stock Rochester carbs. The stock ported vacuum connection relies on the carburetor throttle plate to

close-off the vacuum port when the engine is idling.

However, the stock set-up does not work on Al's engine because it is hot-rodged and therefore must idle at a higher RPM than a stock Corvair engine. In other words, Al's engine idles with the throttle plates opened a crack, which in turn, defeats the use of the throttle plate as a valve to shut down the ported vacuum at idle. So, Al is using a mechanical vacuum switch to replace the ported vacuum function. The switch is activated by a simple push rod that is linked to the carburetor throttle arm.

This led to a broader discussion of the vacuum advance function on Corvair distributors. Rich Greene pointed out that after market vendors offer vacuum

delay valves that modulate the onset of the vacuum signal, thereby minimizing ping while retaining the vacuum advance function for better fuel economy.

Rich Greene also talked about the Corvair drag racing car that he and Larry Asheuer are campaigning. It is equipped with a number of period-correct performance parts, including Ansen wheels, Offenhauser oil pan and valve covers, etc. The engine is basically stock with the exception of a 4 barrel carb and so there is lots of room for further development. We're hoping Rich will continue to update us!

Our next meeting will occur Wednesday, October 22 at the LANTA Community Center. Mark your calendar!

LANTA COMMUNITY CENTER ENTRANCE



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)

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 Local Events!

Saturday, October 18, 2014 :::: Cruise at Macungie Memorial Park.

Location: 50 N. Poplar Street, Macungie, PA 18062. Time: 4 PM. Price: \$1 per vehicle charged by The Macungie Memorial Park Association for park repair. Includes costume contest! Sponsored by Wheels of Time Street Rod Association. www.wheelsovertime.org

Sunday, October 19, 2014 :::: Cruise at Cabela's 4th Annual Car Show.

Location: 100 Cabela Drive, Hamburg, PA. Time: 10 AM to 4 PM. All classic cars, motorcycles, and rare vehicles are welcome. Trophies, 50/50 and more. Benefits Skyler Kauffman Memorial Fund. For additional info, call Ron and Carole Murray or email raycoproductions@yahoo.com

Sunday, October 19, 2014 :::: American Legends GM Show.

Location: 2000 Bennett Avenue, Lancaster, PA 17601. Registration 9:30 am - 11:30 am, Pre-Registration \$15.00 Day of Show Registration \$20.00. Time: 11:30 AM - 3:30 PM. Show presented by the Lancaster County Corvette Club for Corvettes and ALL GM / GM powered vehicles. There will be food, music, 250 goodie bags, trophies, door prizes, cash prize drawing, auctions, and a good time. Clyde Mooney e-mail: governor@lcccpa.com or www.lcccpa.com

Wednesday, October 22, 2014 :::: Lehigh Valley Corvair Club Membership Meeting.

Location: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Latitude : 40.587607 | Longitude : -75.474405. Time: 7:30 PM to 9:00 PM. Feel free to bring a guest.

Saturday, October 25, 2014 :::: Cruise at Trexlertown Shopping Center.

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd., Trexlertown PA. Time: 3 PM to 6 PM. All makes & models welcome. DJ Sensational Sounds, door prizes, 50/50 and food. Benefits Dreams Come True for seriously, chronically, terminally ill children. Host: Mopar Madness; www.moparmadness.org

Saturday, October 25, 2014 :::: Fall Flea Market and Car Corral.

Fall Flea Market and Car Corral at Maple Grove Raceway 20 Stauffer Park Lane, Mohnton, PA 19540. Vendor space 15 x 20 \$35.00, General Admission \$5.00 under 12 Free. For information, call 610-856-9200 or visit www.maplegroveraceway.com

Sunday, October 26, 2014 :::: Cars & Coffee Lehigh Valley.

Location: Steel Stacks, 101 Founders Way, Bethlehem, Pennsylvania 18015. Time: 9 AM to 12 PM. Enjoy an exciting morning displaying your own vehicle and meeting other car enthusiast from all over the area. We welcome all makes and models. Organic coffee and refreshments will be offered by Rodale so get those vehicle shined up for our last meet of the season.

Sunday, October 26, 2014 :::: 38th Annual Old Car Show at Kempton.

Location: 83 Community Center Drive, Kempton, PA 19529. Time: 8 AM to 3 PM. Awards at 2:30 PM. Day of registration fee: \$10. Event includes car show, car corral, indoor flea market, outdoor flea market, and blood drive. Sponsored by Free Spirit Chapter of Buick Club of America. <http://www.buickfreespirit.org/event-kempton-registration-2014.shtml>

Saturday, November 1, 2014 :::: 16th Annual Vargo Dragway Show.

Location: Vargo Dragway, 1333 Elephant Road, Perkasio, PA 18944. Time: 8 AM to 3 PM. Registration show cars \$15.00 (No preregistration). Awards and prizes given out @ 2 PM. Dash Plaques (at registration) to the first 300 show cars. All makes and models welcome (Car trailers call for drop-off appointment time. Please email us for details ahead of time.) Proceeds benefit: Boy Scouts of America Troop 610 & Bedminster Regional Land Conservancy. For more information & directions check out www.vargodragway.com or email to: info@vargodragway.com

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: Two new clutch cables still in the GM wrappings for 65-68 Corvair, Part # 3908320. The best offer takes them. They must go. Carl Moore. Mohnton, PA. Email: moo568@dejazzd.com

FOR SALE: Rock-solid front suspension cross member for early models. This is from a '64 and has the provision for the factory anti-sway bar. Fits any 1960-64 Corvair car. \$65. Located in western NJ just off I-78. Bob Marlow. Phone or text (201) 444-1859. Email: vairtec@comcast.net.

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, 23,000 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. 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, October 22, 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