



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

NOVEMBER 2014

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

ESTABLISHED 1976

Inside this issue

<i>Corvair in Bethlehem</i> <i>Photo by Bob Weideman</i>	1
<i>Patch Panel Paste-Up</i> <i>By Al Lacki</i>	2
<i>White Horse Bread Truck</i> <i>By Rich Greene</i>	4
<i>LVCC Meeting Notes</i> <i>September 2014</i>	5
<i>Bob Weideman at Steel</i> <i>Stacks. A Photo Montage.</i>	6
<i>Gerry Moyer Found in</i> <i>Florida!</i>	7
<i>Our Next Meeting is</i> <i>WHEN???</i>	8
<i>Things to Do In and Around</i> <i>Lehigh Valley</i>	8
<i>LVCC Calendar of Local</i> <i>Events</i>	9
<i>LVCC Merchandise</i> <i>For Sale</i>	9
<i>LVCC Classified</i> <i>Ads</i>	10
<i>LVCC Officer</i> <i>Contact Info</i>	10
<i>Next Meeting:</i> <i>Wednesday, January 28!</i>	10
<i>Mail Dues to</i> <i>This Address</i>	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 (CORSA), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. LVCC caters to Corvair people who live in and around the Lehigh Valley Region of eastern Pennsylvania. This is a very special car club! LVCC dues are \$10 a year for CORSA members or \$15 a year for non-CORSA members.

PATCH PANEL PASTE-UP

Ugh! Rotted door skins. Rotted floor pans. Rotted fenders. What's a Corvair owner to do? Fix 'em with patch panels! Clark's Corvair offers a variety of patch panels for Corvairs. And places like the Corvair Ranch will be happy to sell replacement panels cut from old junked donor Corvairs. But how do you attach them to your car?

Welding 'em in.

For years, it's been customary to weld them in. There are several ways of doing it. For example, you can simply cut out the rotted panel, lay the patch panel on top of the hole, weld it over the top, and then feather it in with body filler. That's called a lap weld. If you flange the edges of the hole so that the transition between the base metal and the patch is smooth, so much the better.

A professional restorer would go further by trimming the patch panel so that it fits exactly into the hole and then butt welding it in place, but that takes a lot of talent and patience.

But no matter how you do it, the intense heat of welding can warp the panels if you are not careful. To prevent warpage, it's often necessary to tack the patch panel down with stitch welds, and to finish the job, the welds must be ground flush with a heavy abrasive grinder. The sheet metal's E-coat, if any, will be burned away, and unless it's carefully treated with a new coating, the welded area can rust out quickly, which puts you right back where you started. And it's often impossible to treat the inside surface of the welded area because it's not accessible.

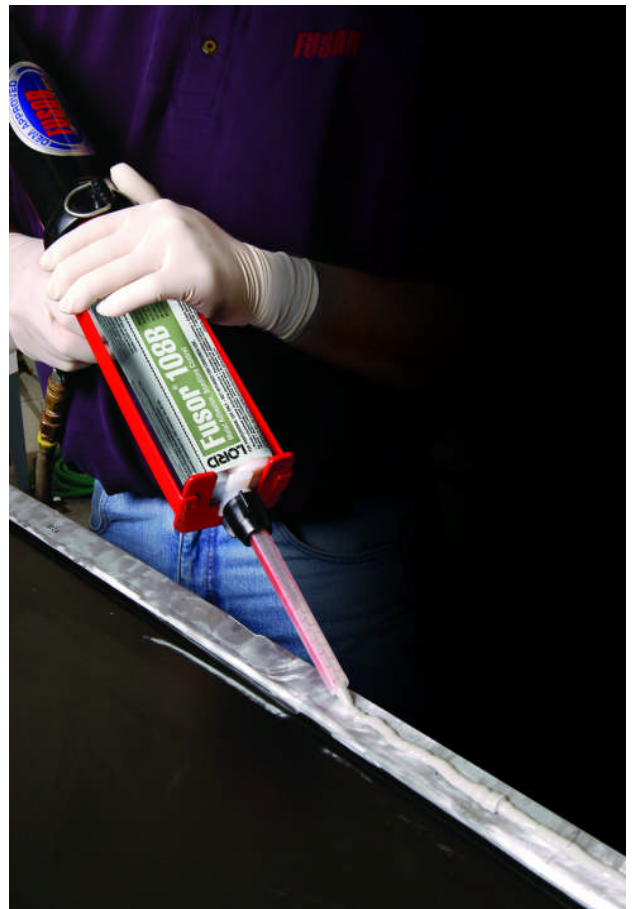
Paste 'em up!

Over the past several years, body shops began using structural adhesives instead of welding to install patch panels. With today's modern 2-part adhesives, the results can be as strong, if not stronger than, a welded seam. Concerns about warpage and rust are eliminated. Furthermore, the adhesive works as its own seam sealer. And there's little or no grinding involved, eliminating dirt and dust in the body shop. Speaking of body shops, this is now the preferred method for replacing

door skins and roof panels as well as smaller body panels.

The trend toward structural adhesives began in the 1990s, when GM introduced its vacuum-snoot mini-vans. Do you remember the Chevy Lumina Van, the first Olds Silhouette, and the Pontiac Transport? This was the collision repair industry's introduction to structurally bonded plastic body panels. A product called Lord Fusor was introduced back then to bond replacement panels onto these vans for collision repair. Since then, 3M and Dow Chemical have gotten into the game, and all three companies offer a wide array of structural adhesives with slow, medium and fast drying times.

Naturally, body shops have had to adapt to this new technology. And those that haven't soon will, for the bodies on 2015 Ford F-150s are all-aluminum, and they are bonded to-



HOW IT'S DONE. Cut, flange, glue, finish



gether with structural adhesives. The F-Series is Ford's best-selling vehicle in North America, with 90,000 units rolling out the door each month under normal conditions. A lot will be crashed!

Structural adhesive secrets.

Much like old-fashioned epoxy, structural adhesives are two-part mixtures. Each tube costs about \$50 and needs to be applied with a special applicator gun that mixes the components in the proper ratios. The application of the adhesive to the flange is much like using caulking gun, but the patch panel needs to be perfectly aligned when it's mated up to the base metal because, once the adhesive sets, it's almost impossible to remove. And it needs some pressure to get a strong bond, and so the panel often needs to be secured to the base metal with clamps, small sheet metal screw, rivets or other fasteners while the adhesive is setting up. Any fasteners need to be removed before the adhesive dries completely. If this step is forgotten, then they will need to be ground out. Either way, the resulting holes need to be sealed and filled before sanding.

There are some limitations. It's not

possible to do a butt joint with structural adhesives because the adhesive needs to be applied to a surface area, typically a half inch wide or more. This means it's necessary to resort to lap joints, which in turn, requires patch panels to be flanged so that the outside surface can be made smooth. There are plenty of flange tools on the market, so that's not a problem for the body man.

However, while the outside surface is made smooth, evidence of the flange will be visible on the inside surface. For panels that can be seen both outside and inside, such as in the trunk, this may turn off some restorers. And long term, as the body filler shrinks, ghost lines may become visible on the outside surface, (just like a welded lap joint).

Also, it's important to note that structural adhesives are not recommended for bonding highly-stressed panels, such as rocker panels or cowl areas in unit-body cars. So, there's still a big need to be proficient in the subtle art of welding. But for floor panels, trunk bottoms, fender bottoms, and door skins, structural adhesives should work just fine. And those are the areas where



Corvairs rust away the most. By the way, you can use structural adhesives with fiberglass patch panels, too.

WHITE HORSE BREAD TRUCK *by Rich Green*

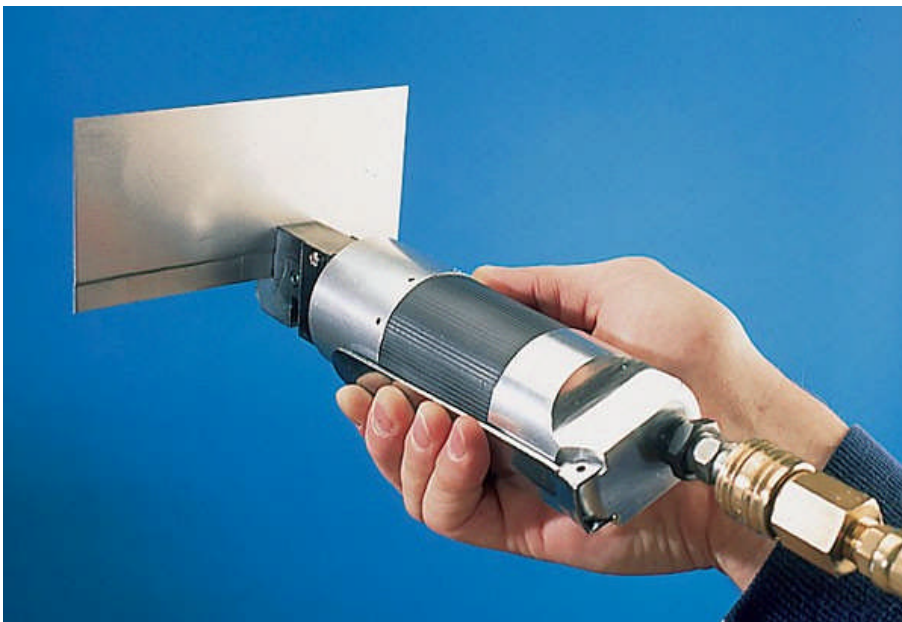
We like to think that the Corvair 95 was the first truck, made in the USA, with a rear mounted engine. It wasn't. Back in 1939; the White Motor Co. designed an enclosed Van with a Franklin, air cooled, opposed four cylinder engine mounted towards the rear. The engine was designed by Franklin as an aircraft engine but it worked well for the White Motor Co. in their White Horse Van.

On October 4th, Donna and I went to the Northeast Classic Car Museum in Norwich, NY and we came across the White Horse Bread Truck pictured here. The truck was positioned at the end of a large Franklin exhibit (one of the largest in the country). I was surprised to see that the engine was an air cooled opposed four mounted towards the rear of the truck (actually mid-engine).

I could not find much info on the engine except for the specifications shown below that describe the Franklin aircraft engine from 1939.

General characteristics:

- Type: 4-cylinder air-cooled horizontally opposed
- Bore: 4 inches
- Stroke: 3.5 inches
- Displacement: 176 cu inches
- Length: 28.6 inches
- Width: 30.2 inches
- Height: 20 inches
- Dry weight: 182 lbs
- Valve train: OHV operated by pushrods, 2 valves per cylinder
- Power output: 65 hp at 2,300 rpm
- Compression ratio: 6:1



Special tools are available to make a near-perfect flange. Manual and pneumatic styles are available. Perfect for joining panels in body work.



LVCC MEETING NOTES

By Dick Weidner

Here are notes from the meeting we held on Wednesday, October 22,

Dennis Stamm, Fred Scherzer, Larry Lewis, Jim McNally, Bob Weideman, Scott Oberholtzer and Dick Weidner attended the meeting.

Things Discussed.

Scott Oberholtzer's Corvair developed a problem missing and a tapping noise. Dropped valve seat was suspected. Dennis Stamm went after the meeting to help figure out the problem.

Bob Weideman is having generator problems with his Corvair. He changed both generator and regulator and no change.

Larry Lewis brought a large photo and a hard cover book with photos of his 64 Spyder convertible taken by a professional photographer at Lake Nockamixon.

Dick Weidner brought a copy of Classic Car Magazine with a reference to our Newsletter in the Tech Column. Dick also presented a video of the drag races at Mountain Park Dragway and the Autocross at the 2004 Corsa Con-

vention in Lexington KY. Our next meeting will occur Wednesday, January 28 at the LANTA Community Center. Mark your calendar!

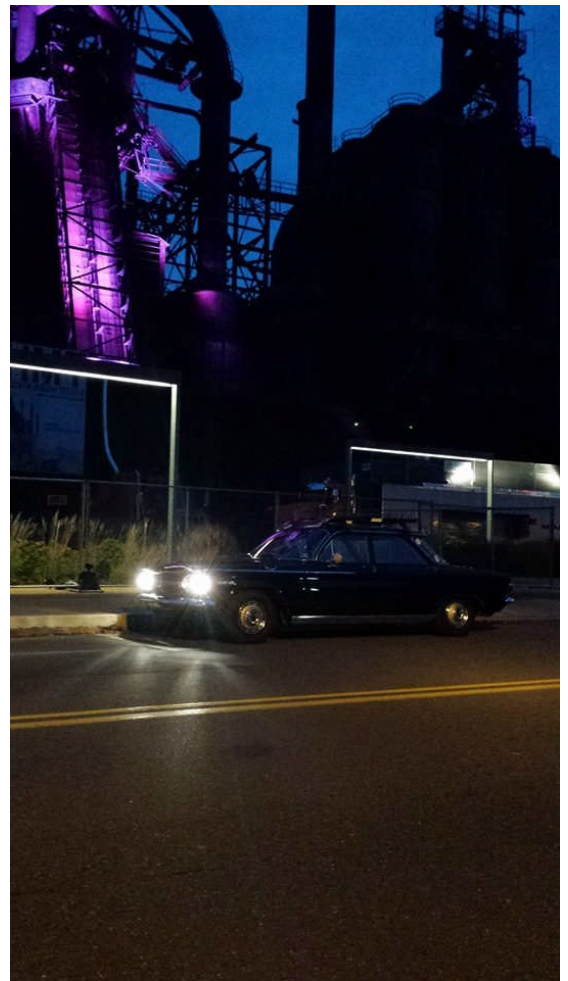
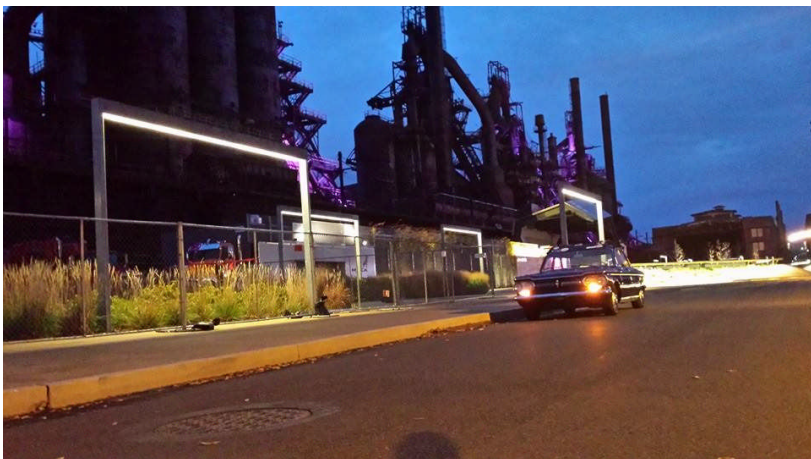


BOB WEIDEMAN AT STEEL STACKS



LVCC Member **Bob Weideman** took these enchanting photos of his 1963 Corvair 700 in front of the old Bethlehem Steel Works in Bethlehem, Pennsylvania. An iconic American car posed before the American steel mill that manufactured girders for the Empire State Building, armor plate for WW I & WW II battleships, miles of rail for train tracks and so much more. Bob captured our industrial heritage in these pictures. And unlike the Bethlehem steel mill, his Corvair runs every day.

In addition to driving his Corvair, Bob does trail biking all over the East. He also has a big Harley Davidson motorcycle for the street.



GERRY MOYER FOUND IN FLORIDA!

LVCC Member **Gerry Moyer** is a snow bird who takes residence in Florida every October. He and his wife Nancy stay there during the winter. Here are photos of the beautiful Corvairs he hides from us down there! The car show photo was taken at Navarre High school and the beach photos were taken at Fort Pickens Pensacola Beach.



Most of us are familiar with Gerry's gorgeous black Monza convertible, which he keeps at his home in Pennsylvania. But few of us have seen his Florida cars. Both of these Corvairs were derelict vehicles before Gerry and his son Mike worked their magic on them.

Gerry bought the blue Monza coupe through an estate sale for \$400 back in 1990. And he got the strawberry Rampside basically for nothing in 2012 when he and Mike bought a batch of six, yes six, Corvairs in Alabama. The six-car cache included not only cars but also the set of Kelsey-Hayes wire wheels that currently appear on his Pennsylvania Monza. After selling off the remaining cars, Gerry and Mike got to work on the Rampside, and here is the result!

OUR NEXT MEETING IS WHEN???

That's right, our next meeting is scheduled for January 28, 2015! As we do every year, we're taking a break for the holiday season. But we intend to keep publishing our newsletter, so keep on the lookout for them!

THINGS TO DO AROUND THE LEHIGH VALLEY

With winter approaching, cold weather is upon us and the 2014 car show season has expired. But don't despair! There are plenty of car guy things to

tide us over 'til next Spring!

America On Wheels Museum

The America On Wheels Museum in Allentown has a new exhibit named "Supercars and Guitars." Exhibit chair Alan Gross secured 15 supercars for this unique exhibit. Naming a few are: 2005 Jaguar XKR, Lamborghini Countach, 1996 Dodge Viper GTS Coupe, 2011 Audi R8, 2012 Mercedes SLS Gullwing, Porsche GT2RS, 2005 Lotus Elise, 2012 Lamborghini Gallardo LP 570-4 Spyder, and more.

If you're into guitars, you may be excited to see the exhibit's D-18P Martin Guitar, complete with an Elvis Presley leather cover, Serial #1517411. In 2001, Martin commissioned Charles Underwood to replicate the original

leather cover that he made for Elvis Presley's Martin Dreadnought in the mid-1950s. Three subsequent limited edition models were licensed with Elvis Presley Enterprises and offered in 2008 and 2009, all offered with the leather cover motif. This exhibit will be on display through April 2015.

The America On Wheels Museum is located at 5 North Front Street, Allentown, PA 18102 and their website, which includes admission prices and schedules, can be found at <http://americaonwheels.org/>

Tucker Torpedoes on Display

Now Open! The AACA Museum in Hershey, Pennsylvania has completed Phase 1 of an unparalleled exhibit: the

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.

world's largest and best-known collection of Tucker 48 automobiles, engines, mechanicals and automobilia from Tucker historian and collector David Cammack.

This permanent, interactive and educational exhibit involves visitors in the compelling story of the development of these historic vehicles and dynamically displays their unique and advanced fea-

tures. Beyond the cars, the exhibit chronicles Preston Tucker's vision, determination and struggles that are so much a part of the marque's history.

The AACA Museum is located at 161 Museum Drive, Hershey, PA 17033. Details about David Cammack Tucker exhibit are provided on the AACA website at <http://www.aacamuseum.org/visit/>

Boyertown Museum

If you like real old antique vehicles, you can visit the Boyertown Museum of Historic Vehicles. It houses dozens of automobiles, trucks, and motorcycles that were manufactured right here in Pennsylvania while the industry was still in its infancy. Also included are a variety of horse-drawn carriages and buggies that were manufactured nearby. The Boyertown Museum of Historic Vehicles is located in one of the factory buildings where the Boyertown Auto Body Works used to reside. Address: 85 South Walnut Street, Boyertown, PA 19512. Website: <http://boyertownmuseum.org/about>



At the AACA Museum. Prototype Tucker chassis. This mule was built while Tucker was still experimenting. Note the transverse H-6 engine in the rear, which is different than the set-up used in the final version.

LVCC Calendar of Local Events!

Wednesday, January 28, 2015 ::: 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.

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

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

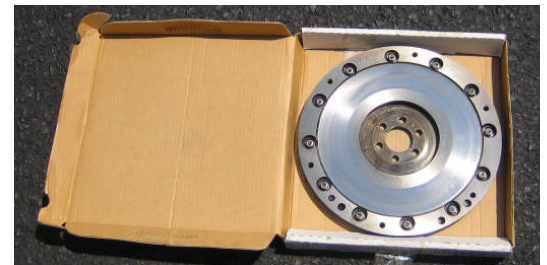
FOR SALE: Rock-solid front suspension cross member for early models. This is from a '64 and has the provision for the factory anti-sway bar. Fits any 1960-64 Corvair car. \$65. Located in western NJ just off I-78. Bob Marlow. Phone or text (201) 444-1859. Email: vairtec@comcast.net.

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



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. \$13,900 or best offer. Call Fred Scherzer at 484-948-5142. Email: jukeboxman@comcast.net

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



Next LVCC Meeting: Weds, January 28, 2015

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