



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

DECEMBER 2014

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

ESTABLISHED 1976

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1961 Corvair Monza Sport Coupe in Ermine White

Source: Chevrolet Brochure 4-296 (61-C2)

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.

PLASTIC MODEL KIT KORVAIRS!

This time of year always reminds me of the thrill of unwrapping plastic model car kits beneath the Christmas tree! Ah, the sweet smell of polystyrene and Testor's glue! Toluene! Take a whiff! It was always such fun, following the instructions, detaching the parts from the molding sprues, and gluing them together to make miniature versions of the real cars I hoped to have some day.

Back in the 1960s, kids used to spend hours building plastic model car kits. I'd save up my allowance for weeks and then head up to Krasner's Korner hobby shop, which always had a great inventory of the kits offered by AMT. Every year, AMT introduced new kits for assembling 1/25th scale replicas of the latest greatest cars from Detroit. And they always included extra 3-in-1 parts so you could customize 'em with fender skirts, dual aerials, and funky tail lights! The list cost was \$1.50 for an AMT kit back then, but Krasner's Korner sold them at the deep discount price of only \$1.09 apiece.

Incidentally, the clerk at the cash register was a young engineering student named John Sawruk, who loved to talk cars with all the kids in the neighborhood. John went on to work for the Pontiac Division of General Motors, where he was instrumental in the development of Pontiac's Iron Duke engine and was eventually promoted to engineering director/program executive for GM and Pontiac. But I digress....

It seemed every department store, gift shop, and corner grocery store sold plastic model kits, including not only cars but also planes, tanks, battleships and even horror film monsters like Frankenstein's Wife! Some of the kits were pretty crude and not quite to scale, but others were amazingly accurate representations of the real thing, with detailed engine assemblies, individual suspension components, and detailed interiors.

Model car kits by Revell were the best but their parts were delicate and therefore challenging to assemble. MPC kits were a nice compromise between detail and ease of assembly. AMT and Johann kits were perhaps the easiest to assemble and included realistic engine assemblies. Their chassis were molded in one piece, so there wasn't much to look at on the bottom side, but the bodies on the AMT kits were especially nice. You could slap an AMT kit together in an hour or two if you didn't paint it.

Julie's, the local candy store, always had an assortment of 1/32nd scale kits made by Aurora, Lindberg and Pyro. So did the local Ben Franklin 5 & 10 cent store. Sometimes,



This plastic promotional 1960 Corvair model by AMT came fully assembled and was not offered in kit form. But the tooling most likely served as the basis for subsequent plastic model kit Corvairs offered by AMT in 1961, 1962, 1963 and 1964.

EARLIES!

Top & Middle: The 1961 Corvair model kit offered by AMT. The bodies were usually molded in white polystyrene plastic, with bumpers and accessories in chrome, clear windshields, and black vinyl tires.

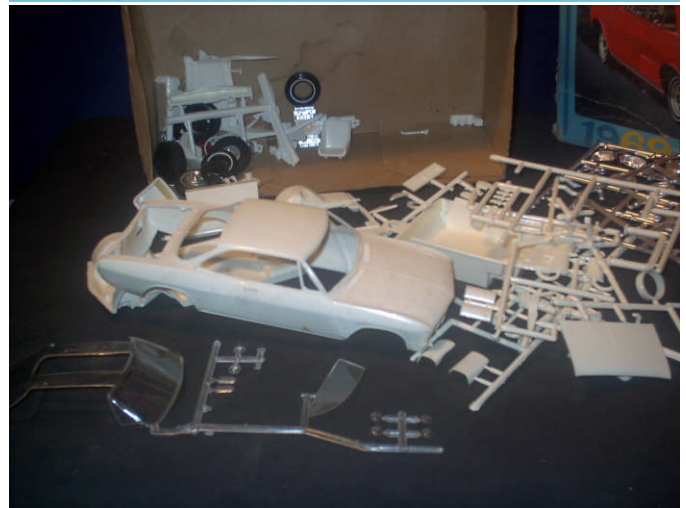
Bottom: Packaging for the 1964 Corvair kit by AMT.



LATES!

Top: Packaging for AMT's current release of the 1969 Corvair kit. December 2014.

Middle & Bottom: AMT's 1965 through 1969 Corvair kits are all very similar, with only minor differences in accessory parts for customizing.



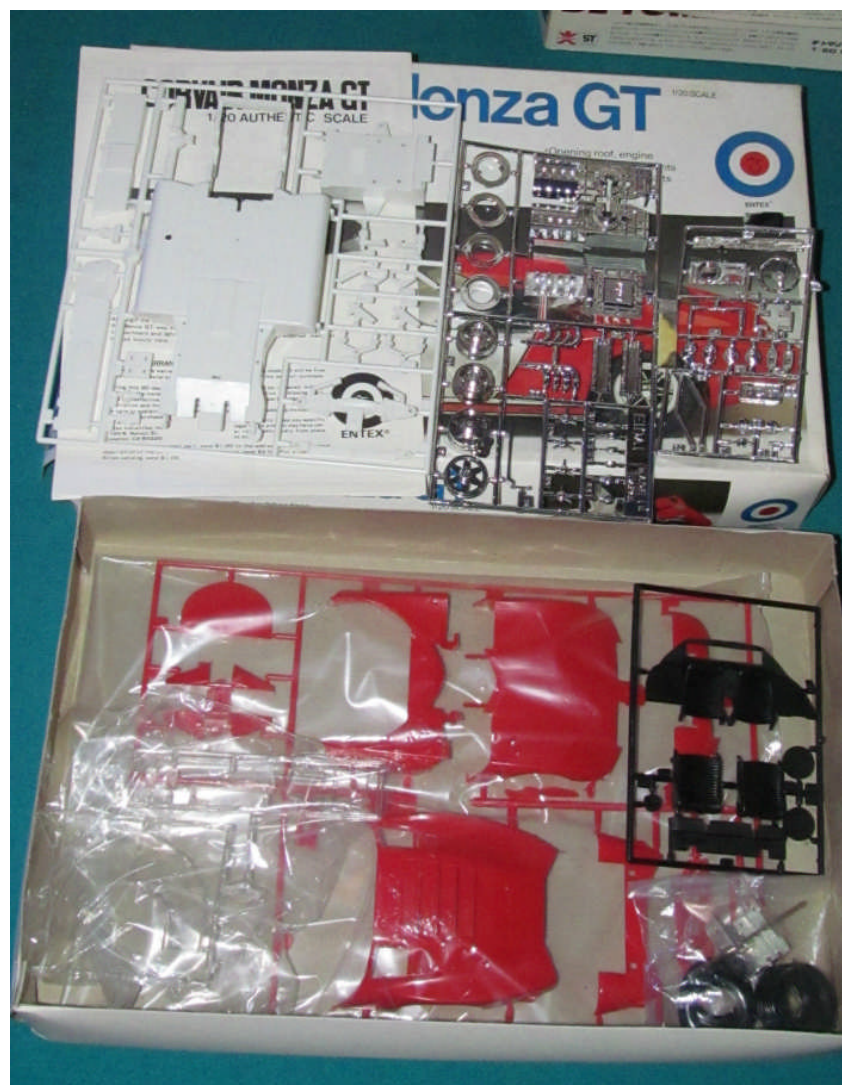
Dad would take me to Two Guys from Harrison, which also sold model car kits. They stocked a lot of kits made by Monogram, which made high quality kits in 1/24th scale. My very first Monogram kit was a 1934 Ford 3-window coupe, which included all the individual pieces for the axles, engine and interior. The body was molded in deep maroon styrene and the power train was molded in black.

I can't remember the very first model car kit I assembled. I recall a feeble attempt to assemble a 1/25th scale 1962 Plymouth Fury with too much glue. But I do remember the last one. It was a 1969 Corvaire by AMT. And there were several other AMT Corvaire models in between including one with a 289 Ford Indy V8 engine and Colotti transaxle in the rear. My collection also included a 1/25th scale AMT Astro I and a 1/32nd scale Aurora Monza SS.

By no means can I say I built every Corvaire model kit offered on the market. There were so many of them! AMT introduced a promo-version of the Corvaire in 1960 and offered 1/25th scale kits for every year Corvaire passenger car right up to 1969. In fact, just this month, AMT reintroduced their famous 1969 Corvaire model kit once again.

Other manufacturers sold kits for cars and bikes powered by Corvaire engines. Revell had a 1/25th scale kit for Big Daddy Ed Roth's wild "Road Agent" hot rod, a "California Dune Buggy" kit, and a "Super Trike" kit; all with Corvaire engines. The Japanese firms, Eidai and Entex, offered a 1/20th scale Monza GT show car kit. As noted above, Aurora offered 1/32nd scale kits for the Monza SS and Monza GT show cars. Perhaps the rarest of all plastic kits is the 1961 Rampside model offered by Premier. Premier is long gone, but another outfit is currently selling resin-versions of the Premier's plastic Rampside kit.

December was always the time to include model car kits on my list for Santa. Maybe it's time to do it again!





OPPOSITE PAGE: 1/25th scale resin reproduction of the original Premier Rampside kit. Also, 1/20th scale Entex Monza GT kit.

THIS PAGE: Fully assembled 1/25th scale Premier Rampside. 1/32 scale Aurora Monza SS kit. 1/20th scale Entex Monza GT kit. 1/25th scale Revell California Dune Buggy kit with Corvair engine.



WINTERIZING THE 'VAIRS by Ron Peles

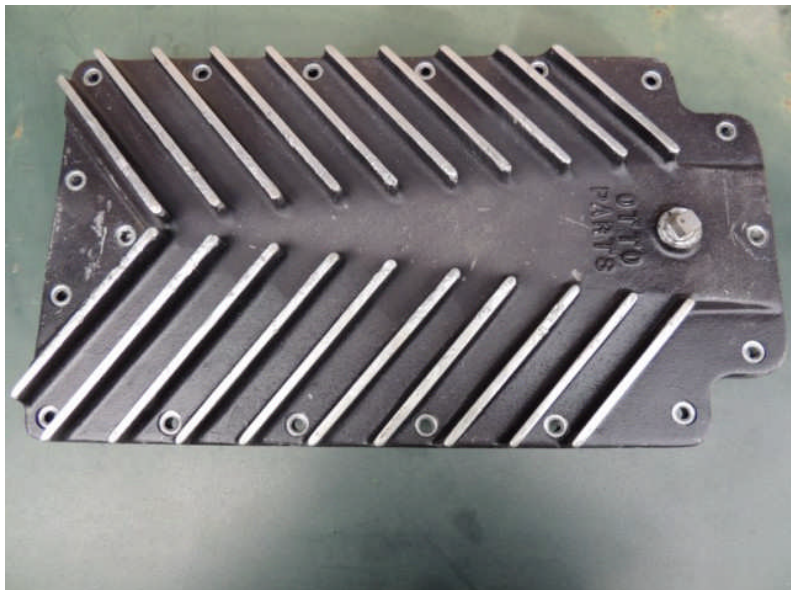
In November, out of necessity, a modification was made to my '66 Monza coupe. It was my day to put the trailer into the shed, switch the Corvairs (the '66 Monza coupe goes on the trailer in the shed and the '65 Corsa goes in the house's garage), and put the deck furniture into the shed as well. I always start by changing the oil in the Corvairs and my Toro lawnmower with Penn Grade 1 oil. So my first order of business was to change the oil in the '66 Monza.

Unfortunately, the drain plug on the factory stock oil pan was stripped. Not wanting to make a repair and get pieces of metal into the engine, I pulled the oil pan and then went into the basement. There I found an old OTTO oil pan that I once had on my '65 Corsa. Years ago, I replaced the Otto pan with a Clark's pan on the '65. I can't remember the exact reason why I did that, but it turned out to be good fortune, for now I could use that spare Otto pan to replace the stripped-out factory oil pan on my '66 Monza.

Also, I had a pan gasket (cork) sitting around for probably years. Well, needless to say, hours later, the '66 now has the OTTO pan on it (with cork gasket). Unfortunately, I was missing several of the shake proof bolts, but I had a number of 1/4 - 20 grade 8 bolts which I used in their place. It won't pass any concours, but it is now all tight, sealed up and has fresh oil. (Stock bolts don't work with the OTTO pan because they are too short I discovered).

The reason for changing oil now instead of in the Spring is due to information I obtained when attending a Brad Penn seminar at the Syracuse Nationals. They said to change the oil in the Fall when you put the car away. If you don't change it in the fall, acids will stay in the engine and will start attacking the bearings and other surfaces. You might want to contact American Refining Group who makes Brad Penn Penn Grade 1 for more info.

Editor's Note: LVCC Member Ron Peles owns two handsome Corvairs - a Flame Red 1965 Corsa convertible and an Artesian Turquoise 1966 Monza coupe. The '65 Corsa is equipped with a bunch of speed equipment and was Ron's Lime Rock track car for several years. With the exception of the newly-installed Otto oil pan, his '66 coupe is a pure stock Corvair. Ron and his wife Gloria show the '66 every year at Das Awkscht Fescht.



REPLACING RUSTY BENT SHIFT RODS by Al Lacki

Over the years, I've installed new bronze bushings in three shifter tubes for late model Corvairs, and I've always had a devil of a time getting the shift rod to slide easily through the bushings. They always seem to bind. The shift rods were rusty, bent, or both, making it necessary to spend a couple of hours straightening, grinding, sanding, and polishing the rod.

I should point out that the Corvair "shift rod" is actually a tube, and on late model Corvairs, it telescopes back and forth inside an outer tube, so the whole shifter assembly is really a tube within a tube. The bushings that separate them are usually shot or missing, and so they need to be replaced at some point during the car's life time. In theory, it should be an easy job, but not so when the shift rod, i.e. the inner tube, is either bent or rusty.

So, I began to think it would be easier to make a new shift rod using stainless steel tubing. It is simple to re-use the fabricated mild-steel end piece from a '66-'69 Corvair shift rod. The fabricated end has two sockets, one on each end. One socket is occupied by the existing tube. The other socket is empty. So, chop off the old tube from the one socket and weld the new tube to the empty socket. Then, slit the other end of the new tube just like the old one, so that the shift rod coupler can be clamped into it.

Rather than just talk about it, I proceeded to make a stainless steel shift rod for myself. I ordered a .75" (OD) x .620" (ID) x 58.25" piece of stainless steel tubing from Speedy Metals (online) and took it to a local welding shop to have it welded to the fabricated mild steel socket from the original shift rod. Then, I slit the rod at the rear using my Dremel tool.

By the way, the welding was performed by Welding & Thermal Tech Inc. of Sinking Spring, PA. Francis Butkus is the proprietor and he did a beautiful job.

In addition to the shift rod, the photo also shows the flange bushings that I use. Like everybody else, I had to hone them, but wow, do they slide back and forth nice and easy on that stainless steel tubing!

Clark's has been offering bronze bushing kits for late model shift tubes for years. Here is another source: Vendor: Motion Industries Manufacturer: Bunting Bearings Part number: FF 838-03 FLANGE BEARING Specification: 7/8" OD x 3/4" ID x 1" length. These particular bushings are flanged, which is a good feature. The base price is only \$1.86 apiece, but Motion Industries charges roughly \$10 for packaging and shipping. I secure the bushings to the outer shift tube using set screws and jam nuts.



1966-1969 shift rods have a fabricated steel end which can be re-used. Note the empty "socket" at the top of the piece.



Left: Stainless steel tube welded to the fabricated end. Right: Factory shift tube, sandblasted and painted.



The new stainless steel shift rod laying beside the reconditioned shift tube.

COAST TO COAST FOR THE KIDS

LVCC Secretary/Treasurer Dick Weidner received a letter of solicitation from Jeff Barrett of CORSA/N.C. last week. We present the text of the letter below for your consideration. Our club has made no commitment to Jeff's fund raising effort as of this writing.

November 24, 2014

Dear Members and Officers of Lehigh Valley Corvair Club,

I am involved with a wonderful project and I need your help! Please allow me to tell you a little about myself, my involvement with Corvairs, and most importantly, the project I would like for you to become part of.

My name is Jeff Barrett. I have owned Corvairs since I was a teenager in the '70's. I have been a member of CORSA, Inc. since 1979. I am past President of my home chapter, CORSA/N.C. Nationally, I am past Edward N. Cole Award Chairman and a certified CORSA judge. I hosted the 1988 Corsa International Convention and I have been responsible for hosting or co-hosting an annual regional show in North Carolina since the mid-'80's. I am responsible for the cosmetic restoration of the C.P.F.-owned Super Monza. I own and restored the bizarre LOST CAUSE Corvair (see 12/2004 *Communique*). I say all of this to help you know I am a sincere "Corvair Lifer" hoping to do good things for the Corvair community and for kids in crisis.

Next Spring, I am going to drive a 1965 Corsa literally from the Atlantic Ocean

to the Pacific Ocean. I am doing this as a fundraiser for Make-A-Wish America. If you are not familiar with this amazing organization, look at www.Wish.org for a concise summary of their mission. Make-A-Wish grants special "wishes" to children who have life-threatening illnesses. Sadly, many times these wishes are the last happy memory the child and his family are able to share together. Make-A-Wish does an amazing thing for kids and their families who are in crisis.

This journey will create tremendous exposure for Corvairs, CORSA, Inc., and local Corvair clubs. Numerous media sources will be with us along the way and various National automotive magazines will be picking up the story. As part of this journey, we will also be participating in the Route 66 Fun Run (www.azrt66.com). This is basically a three-day parade of 800+ vintage vehicles along 140 miles of old Route 66 which will yield even more media coverage. I will depart from coastal North Carolina on April 23, 2015 and arrive in Bogada Bay, California on May 9, 2015.

My goal is to raise \$100,000 for Make-A-Wish. To do this, I need your help! Several Corvair clubs have already made donations to this project, but I would like to see all CORSA chapters involved. I am hopeful your club, and individuals in your club and in your community, would be interested in being a part of this with a financial contribution. Please share this with your friends, neighbors, co-workers, people in other cars clubs you belong to, and anyone else who will listen.

Additionally, the exact route has not been finalized, but I am hopeful Corvair clubs along the route will be willing to help with local fundraising

events when I pass through your area. I will contact those near the route when I know exactly how I will go. Finally, please know that all personal expenses along the route (food, fuel, lodging, etc.) are my donation to Make-A-Wish. No donated funds will be used for my personal benefit.

If you need more information, please contact me at (828) 713-1893 or jortplace@charter.net. If you are ready now to help the kids that Make-A-Wish supports, please send checks to Coast to Coast for the Kids, 8 Lynnette Drive, Fairview, NC 28730. Make-A-Wish has 501-C non-project status and receipts will be issued for tax purposes. Sincerely, Jeff Barrett

OUR NEXT MEETING IS JANUARY 28!

In light of the holidays, we had no meeting in November and we won't be having a meeting in December. As we do every year, we're taking a break for the holiday season. Our next meeting will occur Wednesday, January 28 at the LANTA Community Center. Mark your calendar!

EVIL GREEDY BANK!

After years and years of doing business with us, our friendly local bank decided to charge LVCC for depositing our money with them! That's right— they decided to charge us a monthly fee to keep our checking account open. Apparently, our balance wasn't big enough for them. So Treasurer Dick Weidner did the prudent thing. He withdrew our money and closed down the account. That'll teach 'em!

Until we find a more accommodating banking institution, please write your dues checks out directly to Richard C. Weidner instead of LVCC. Be sure to denote the purpose of your check. Dick will continue to provide itemized treasury reports to track the club's revenues and expenses.



MAKE · A · WISH®

LVCC Classified Ads!

FOR SALE: 1964 Greenbrier. Original, unrestored, licensed, insured, never off the road yet still under 70,000 miles. 49 years in our family but we are downsizing to a new home and the time has come. It's a five-figure price so inquire if interested. Bob Marlow, 201-444-1859, vairtec@comcast.net.

FOR SALE: Five-Car Garage with Living Quarters. Seriously, it's a beautiful 3-4 bedroom ranch on 6.7 farm-assessed acres, just off I-78 in western NJ, with an attached two-car garage (heated and cooled) and a detached three-car barn with storage. Perfect for a car collector. We are moving closer to the grandkids and so we will be listing the house with a realtor in a few weeks. But before we sign with the realtor, if you or anyone you know may be interested, a no-realtor deal can be struck. Located in Clinton Township, Hunterdon County. Mid-\$500s. Bob Marlow, 201-444-1859, 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

WANTED: I am trying to rehabilitate two 1/25th scale AMT Corvair model kits; one a '66 and the other a '69. I am in need of the following parts (unused plastic parts from AMT kits, not reproductions): Chassis, '66-7 interior tub, Trailing arms (pair), Lower struts (2 pairs), Cylinder halves (2 pair), Top shroud (2), Lower shrouds (pair), Fan belt (2), Windshield (2), Cragar wheel (set) from '66 kit, WW tires (2). Would anyone have any of the above? Contact Mark Corbin at airvair@earthlink.net

FOR SALE: I have one '65, one '66, and two '67 vintage plastic AMT model kits for sale. The custom rear cove panel is missing from the '65 kit. All are otherwise complete, but have a few parts fallen off or removed from the trees. These are maybe not quite good enough for fussy unbuilt/unbroken model collectors, but they are otherwise excellent vintage kits. I also carry '66 Corsa convertible promo bodies and many replacement parts and conversion kits. I can also now get '64 coupe and '63 convertible resin kits.. If anyone would like one of the above kits, contact me, Mark Corbin, at airvair@earthlink.net.

LVCC Calendar of Local Events!

Friday through Sunday, January 16-8, 2015 ::: Automania Swap Meet.

Location: Agri-Plex (Agricultural Hall) at the Allentown Fairgrounds, 302 North 17th Street, Allentown PA 18104. Time: Friday Noon to 9PM, Saturday 9AM to 6PM, Sunday 9AM to 3PM. Pennsylvania's largest heated indoor swap meet and memorabilia show with everything about cars including a car corral. The 59,000 square foot facility that is Agricultural Hall at the Allentown PA Fairgrounds plays host to a wide array of vendors and attendees annually. This event is the perfect setting to buy, sell and trade all things automotive. Adult Admission: \$10 Daily. <http://www.automaniashows.com/carlisle-events/automania/default.aspx>

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.

Saturday, February 21, 2015 ::: NJACE Indoor Parts Auction.

The New Jersey Association of Corvair Enthusiasts (NJACE) has set February 21 as the date for their next indoor parts auction. This event attracts Corvair people not only from New Jersey but also Pennsylvania and Maryland as well. Hundreds of NOS and used parts go up for bidding and many of them are sold at very attractive prices. LVCC members are certainly welcome, so reserve the date on your calendar. Details about location and time will be announced soon.



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

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:

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