



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

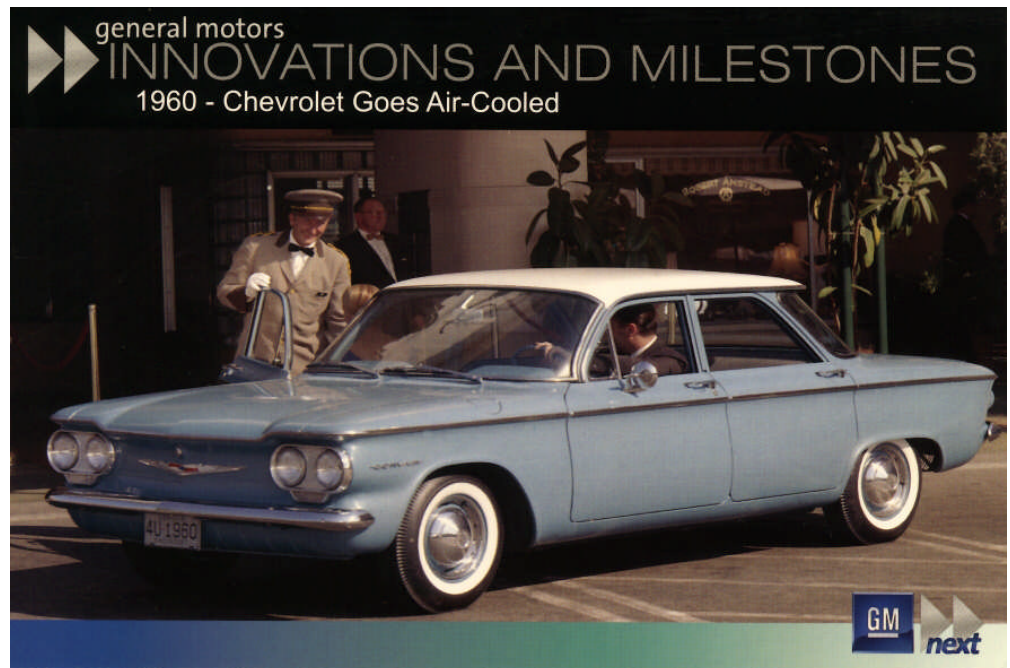
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[HTTP://WWW.CORVAIR.ORG/CHAPTERS/LVCC](http://www.corvair.org/chapters/lvcc)

ESTABLISHED 1976

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REPATRIATION OF THE CORVAIR

Not so many years ago, it seemed GM and Chevrolet distanced themselves as far as possible from the Corvair. But lately, things have changed. Last year, at the GM Heritage Center, there was a wonderful display of Corvairs including not only the Monza GT and Astro I, but also a number of Corvair production cars and trucks. We were also pleasantly surprised to see Corvair post cards like the one above. On the flip side, it says, "The 1960 model year Chevrolet Corvair featured GM's first air-cooled engine since the ill-fated "copper-cooled" model of the 1920s and was its first car with the engine placed in the rear. Often maligned and somewhat controversial in its day, it also marked the beginning of new lineups of smaller cars among all GM's U.S. brands."

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.

REMARKABLE CORVAIR GENEALOGY STORY

The internet can be a wonderful thing! Last month, LVCC member Tim Turner posted photos of his 1965 Corvair Corsa on the Corvair Forum internet site, <http://www.corvairforum.com/>. Another writer on the Corvair Forum, Brad Bodie, immediately recognized Tim's Corsa as the one he and his dad owned for 30 years, from 1965 to 1995. Tim and Brad immediately began exchanging messages on the Corvair Forum about their experiences with this car. As it turns out, Tim's Corsa has quite an interesting history. Here are excerpts from their messages.

On Saturday, January 03, 2015, Tim Turner wrote:

"Hi, my name is Tim Turner. I have posted a couple times recently, but I never formally introduced myself. I'm 18 years old and have owned my 65 Corsa convertible for 3 years. I bought it in November of my sophomore year of high school with money that I saved up from working at a local alpaca farm. The car had been off the road since 1984, still has the '84 inspection sticker, and the engine was pulled out of it. Over the years I've slowly been working on it, but have not yet been able to drive it. The first couple of pictures were taken this summer, the last one was around Thanksgiving when we moved it into the garage to pull the heads."

Tim Turner
Fogelsville, PA

On Sunday, January 04, 2015, Brad Bodie responded:

"Welcome to the Corvair Forum! I'm not quite certain, but I think you may own a 1965 Corsa that is an old friend of mine. Your location (Pennsylvania), the color of the car, the interior details, etc. are all very similar to the Corvair I sold in 1995."

"If it is my old Corsa, I sold it in Lebanon, Pennsylvania about 1995, but it had been mostly idle since I brought it back from Germany to Southern California in the summer of 1983. At the time it had the original 140 hp 4x1 carburetor engine. It also used to have Recaro custom seats, but I knew that someone had pulled them out. The Ansen Sprint slotted wheels (that my father and I installed in 1970) are gone in your pictures, but I recognized the white knob on the ashtray that my father installed back in 1965 to make it easier for my mother to open the ashtray."

"If it is my old car, the fuel gauge would be in the top row, next to the cylinder head temperature gauge, and a pair of VDO gauges would occupy the bottom row (oil pressure and ammeter). The custom Pioneer AM/FM cassette head unit is one that I purchased at Keesler AFB, Mississippi in the late 1970's. I believe I also recognize the power antenna in the right fender, and the shift knob with the missing ID plate."

"The original color was Mist Blue, so the color code on the body tag in the engine compartment should be D-2 (for Mist Blue with a black convertible top). I cannot tell for certain in your picture, but the driver's side rear view mirror would be a Talbot "Berlin" model"

"There were a lot of family memories in that 1965 Corsa that I foolishly sold. I learned to drive and took my original driver's test in that car in 1969 in San Jose, California. My wife and I drove it from Thousand Oaks, California to our first military assignment at Robins AFB in Warner Robins, Georgia in the summer of 1973 (she was pregnant with our first child). I brought two of our three children home from the hospital in that car after their birth at the base hospital at Robins AFB. After some restoration work, new top, and a new red paint job in Massachusetts we

shipped the car to our next assignment near Ramstein AB, West Germany in 1980-1983 and drove it all over Germany during that period."

"After bringing it back to the United States in 1983, the car needed more work, but I lacked the funds or the time, so it sat idle from 1984 on. I towed it to new assignments in Austin Texas and later to Lebanon, Pennsylvania, but I was quite busy raising teenagers and preparing to retire from the Air Force in 1996, so lacking time or money I sold the car to my older son's father-in-law, Philip Stark in about 1995. The car was later sold to the owner of an auto repair shop in Lebanon, after which I lost track of it. This may very well be the Corsa you now own!"

"After 30 years as the original owners, I always wondered what happened to that Corsa convertible. If it is the same car I would love to follow your progress with it. Please keep the progress reports and pictures coming!"

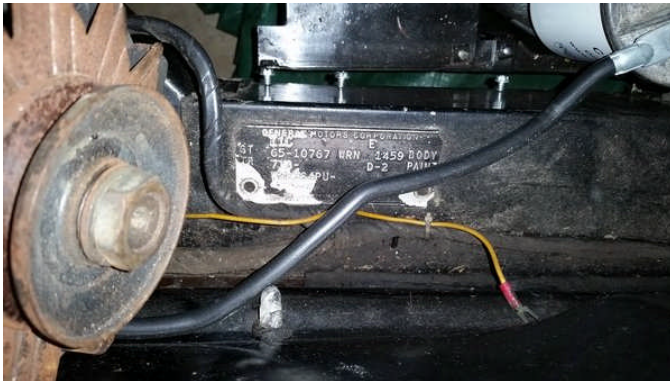
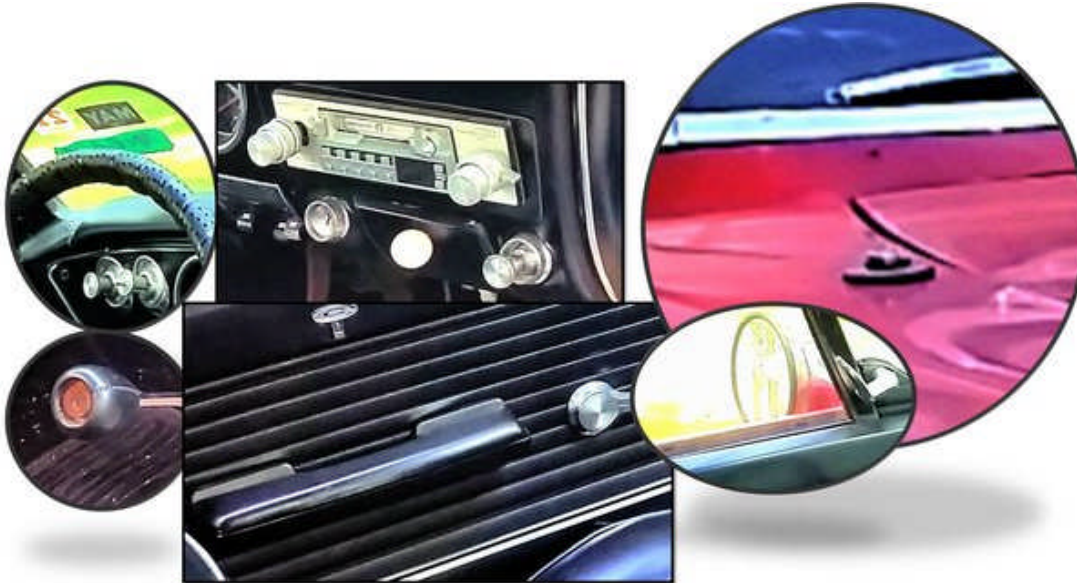
Brad Bodie
Lake Chatuge, North Carolina

On Sunday, January 04, 2015, Brad expanded his message to Tim:

"I noticed a few more indicators that your Corvair is indeed the car that was in my family for about 30 years and I sold almost 20 years ago."

"You had mentioned an inspection sticker that expired in 1984. I believe you will find that the three-part green, red and white inspection sticker is not a state inspection sticker. It was in fact a USAREUR inspection sticker that was applied to the car when I had it inspected at Kapaun Air Station, Germany in 1983 (I shipped it back to the U.S. port in Long Beach, California during the summer of 1983). The door arm rest base is also painted black,

Corvair Genealogy! Clues, such as VDO gauges, aftermarket radio, derelict shift knob, military inspection stickers, and D-2 paint code enabled Tim Turner to confirm that his '65 Corsa was once owned by Brad Bodie. This car has been all over, from California to Georgia to Mississippi to Massachusetts to Texas to Germany to Lebanon, Pennsylvania!



which I did in Massachusetts because the original plastic chrome had worn and deteriorated. The other close-up pictures below are detail elements I remember from the last time I saw the car 20 years ago, including the shift knob (my kids had peeled the CORVAIR emblem off of it in California), the 1970's vintage Pioneer radio with digital display, the knob on the ash tray, the electric power antenna, and the Talbot sport mirror."

"You will have to forgive the excitement my wife and I feel in seeing this car after owning it for 30 years and then not knowing what happened to it for 20 years. It contains a lot of memories from much of our marriage. In fact, our current 1966 Corsa convertible was purchased for our 40th wedding anniversary in 2012 in part because of the parallels and similarities with our original 1965 Corsa. We honestly did not believe we would ever find out what happened to our old Corsa!"

"Incidentally, if you ever decide - for any reason - to sell your Corsa, would you consider giving us an opportunity to purchase it back? If you want to contact us, our address, phone number, etc. is in the About area of our Facebook page. There are also a few more pictures of our past and present Corvairs on that page."

Brad Bodie
Lake Chatuge, North Carolina

On Sunday, January 04, 2015, Tim wrote back:

"That's incredible! I have no doubt this is your old car. I've actually seen that one picture you posted with it painted red and thought they looked pretty similar, but assumed it's just another red Corsa with a black top. I also saw the picture of it with you and your dad when he bought it new and I stared at it for awhile. I love looking at old pictures! I had no idea that it was the same car! I just went out into the garage and took a couple pictures. Sure enough the inspection stickers are like you described, the tag says D2, and there's VDO gauges on the bottom row."

"I was always curious why the car came without front seats, but if you had Recaro seats, that would explain it. I would really like to drive it for a little before I sell, but when the time comes I'll definitely let you know. The body is still in great shape, with only 2 rust holes about the size of a quarter, 1 behind the driver's side rear wheel, the other is under the passenger side headlight. There's some minor bubbling under the windshield, and I think on the doors, but nothing bad. The only reason a 110 engine is in it at the moment is because I was going to have the original motor rebuilt, so I figured I could put the 110 in it temporarily."

"We will be in touch, and I'll make sure I continue to post more pictures in the

near future!"

Tim Turner
Fogelsville, Pennsylvania

On Sunday, January 4, 2014, Brad Bodie also wrote:

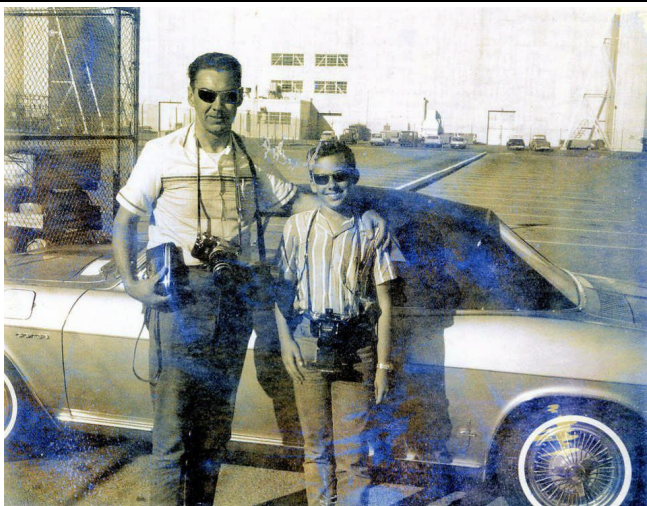
"Not quite brand new, I believe the Corsa was originally sold at the Ruby Chevrolet dealership in Milwaukee, Wisconsin. My father bought it in San Jose just slightly used in 1965 from a young guy who was headed to Vietnam, I believe."

"The car started out with factory 13" wire wheel covers, and then was upgraded to Hands custom wheels, which became popular via John Fitch and the Fitch Sprint. Then came the 7" x 14" Ansen Sprint wheels with Goodyear Polyglas tires (E70x14)."

"Yes, this Corsa is equipped with a Crown suspension package. The Crown hardware was purchased by me on a day trip from Thousand Oaks to Crown Mfg. in Newport Beach. I went there at age 17 to look at the Corv-8 stuff in 1970 and went home with the front and rear anti-sway bars and the rear lower control arm bracket. I never did get to build that Corv-8!"

Progress Report.

Since early January, Tim and Brad have continued to write to each other. They have determined that Tim may also be in possession of the Corsa's original 140 hp engine which the prior owner had removed from the car for reasons unknown. Tim planned to install a 110 engine as a mule motor until he could afford to rebuild the 140. But Brad recalls that the 140 engine ran well when he sold it. If so, Tim may be able to reinstall it in his Corsa.



Brad Bodie with his father Warren in 1965, posing in front of the Corvair Corsa that brought them so much joy. It's now owned by LVCC member Tim Turner.

TESLA 85 LEAPS INTO THE FUTURE

By Ron Peles

Super Performance Car with Motor in Rear, Trunk in Front Endears Corvair Enthusiast

The first shift in the personal transportation paradigm was the invention of the automobile. People no longer needed to ride a horse or horse-drawn wagons to get from point A to point B. Next, Henry Ford shifted the paradigm to make automobiles affordable to most people with his Model T Ford. Cadillac again shifted the paradigm with the overhead valve V8, inventing the performance car in 1949. The paradigm shifted again when Ed Cole brought that performance to most people with the "Hot One," the small block V8 in the 1955 Chevy.

On Sunday morning, I woke up with a stiff neck after driving a car that shifted the paradigm again for me the night before. Zero to sixty in four seconds flat. Immediate maximum torque. Yet seating for five adults and two small children on leather luxury. Rear motor. Front trunk. Gorgeous lines. Absolute silence inside and out. Every control operated as if it were one giant iPad on wheels. Want to open the sunroof? Just swipe the huge screen in the center "stack." And an amazingly compliant, maybe soft, ride with no body roll in the turns.

Not, it's not the second coming of the Electrovair. It's the Tesla 85. My friend just bought it and wanted me to drive it. Me, who bleeds straight 30 weight, who has a cat-back exhaust on my everyday wheels so I can "hear" the engine, who has spent countless hours on the ground underneath various Corvairs with grease and dirt dropping onto my face and into my eyes, and who looked at the touch screens in the new cars at the Philadelphia auto show last year and surmised that that is just not driving.

Well, I can tell you, the paradigm shift is so extreme but so very good that driving my Titan with its 5.6 V8 on the way home that night was not the usual visceral experience it used to be.

The only downside was Sunday morning because I woke up with that stiff neck after pushing the Tesla's accelerator down time after time, just to experience that immediate rush of torque, slamming my whole body up against the driver's seat. It can be addictive. It was addictive. My



The Tesla 85. Chevy experimented with electric powered Corvairs in the 1960s. The concept is now ready.



Aggressive grill suggests front engine location, but open the hood and you'll find a trunk!



Electric motor is in the rear. Modular battery pack is contained in the floor of the passenger compartment.

friend calls it the "Tesla Grin" because you just can't resist.

The next paradigm shift will occur when the all-electric car like the Tesla becomes affordable. Right now, over \$100 Gs is a little too much for my budget. Well, a lot too much for my budget.

But the next modern day Henry Ford will come along and make the all-electric, 250+ mile range, 0-60 in four flat, four door car comparable in price with today's gasoline powered dinosaurs, and the paradigm will shift again.

DENNIS STAMM'S CORVAIR 500

You may recall that, exactly one year ago, we published photos of Dennis Stamm's 1965 Corvaair 500 while it was under construction.

We are pleased to report that Dennis has completed the restoration of this car and it's a beauty! Not only that, but Dennis is offering it for sale to a lucky buyer. Check out our Classified Ads for more information.

OUR NEXT MEETING IS JANUARY 28!

In light of the holidays, we had no meeting in November and December. As we do every year, we took a break for the holiday season. But now, we're back in action!

Our next meeting will occur Wednesday, January 28 at the LANTA Community Center. Among other things, Al Lacki will be doing show-and-tell with his new stainless steel shift linkage. Mark your calendar!

Dennis Stamm's Corvaair 500 Before & After

The two photos on the top were published in last January's Fifth Wheel. The two photos on the bottom show the results. Dennis builds hot rods in addition to restoring Corvairs. He knows his craft.



LVCC Classified Ads!

FOR SALE: 1965 Corvair 500. 74,214 miles, rust-free body, new paint, new interior, gas tank, brakes. Lots of new parts. Runs great. \$6,995.00 Call house 610-926-4723 or cell 484-336-3466 or email dmstamm@comcast.net



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: 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



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.



TRICKY TRIVIA QUIZ!!!

Question: Which 1960s car, other than the Corvair Corsa, had a silver cover panel with four round tail lights in the rear?

Answer: The Rover BRM Turbine Car! Raced at LeMans in 1965.

Chevy SS Impalas had silver cover panels from 1962 and 1963, but they had six round tail lights, not four!



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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