



# *the fifth wheel*

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

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**Terry Stafford and His Lime Rock Articles** Way back in 1992, Terry Stafford of the Long Island Corvair Association wrote a series of six articles about preparing Corvairs for the Northeast Corvair Council (NECC) time trials at Lime Rock.

Although Corvair Days at Lime Rock are just a memory, Terry's articles are still relevant today because they provide good advice for putting Corvairs in tip-top mechanical condition. Perhaps you'd like to drive with NECC this year at, say, New York Safety Track or New Jersey Motorsports Park.

And so we are reprinting Terry's articles right here, for the very first time, in the LVCC Fifth Wheel. In this issue, you'll find two of them. We'll continue to publish them every month until we've published them all!

This series of articles is not just for track guys. Are you bringing an old Corvair out of a deep slumber? Are you hoping to drive your Corvair to the CORSA Convention in Tennessee this year? Terry's articles can help you prioritize the things you need to do to get your Corvair ready for the long haul. And they're entertaining, too.

By the way, Terry is still racing his 1964 Fitch Sprint Spyder in various autocross and NECC events. Shown above is a photo of him taking another driver out on the course at Summit Point Race Track.

*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.

# SO YOU WANT TO DRIVE AT LIME ROCK?

## PART 1 OF A 6 PART SERIES, by Terry Stafford

I've never written a series of articles like this before so first I'll lay out a plan for preparing for Lime Rock. But before we can start I have to ask you to pick a car. Yes, you have to bring your own car or plan now to borrow one. By choosing the car now you can put all your effort in one direction and get further along.

And if you "tell the car" about Lime Rock, that car will want to be taken on the track and will bring you to the race track in August come \_\_\_\_\_ or high water! (That thought is not widely believed but I know it to be true.) My only caution to you is that I was "normal" before I ever drove at Lime Rock.

\$100 per Month Plan. Now for the plan: Let's call it the \$100 per month plan. (Or \$50, or \$25, or \$10.) This month, bring your \$100 to the NJACE Small Parts Auction. That's right, bring Lime Rock money. It's easier to spend because it's not yours, it's Lime Rock's. And bring a list of things that you could use. (Also bring things that you don't need that you can sell, to raise money and help with this whole effort.)

Making a List. Here are some ideas for you list: First is safety and mechanical needs, i.e., seat belts, mirrors, vented

gas cap (per original), new brake pedal cover, shocks, etc. Second would be parts for any repair you intend to make before August, i.e., new plug wires, carb rebuild and tune-up kits, front end parts, etc. Third and only third are upgrades to improve performance, i.e., hi performance tires, engine upgrades, quick steering arms, etc. Fourth is things to make you look better (for the crowd around the winner's circle), i.e. new emblems, seat covers, quarter panel trim, white scarf, nice sunglasses, CORSA T-shirt, etc.

Why February? Now you may have wanted to ask, "why have Lime Rock on your mind in February?" You will not find these parts this cheap again, and besides, it's nice to have twenty to thirty knowledgeable consultants with you when you are shopping.

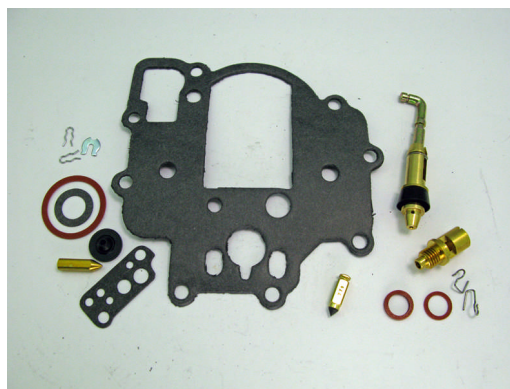
A Word About Safety Belts. Stock lap belts may be good enough for autocross and drag racing, but you'll need a shoulder harness to drive on a road course like Lime Rock. All road courses now require a minimum of a shoulder belt with your lap belt, called a "3 point belt", because there are 3 points where it is bolted to the car. Go to the web site at [www.neccmotorsports.com](http://www.neccmotorsports.com) to find details, and several suggested options.

This will require modifications to a stock Corvair, but provides additional safety for street use too. Or you can install a high back racing seat just for the day. If the seat back is higher than your shoulders you can buy a "4 point racing harness" that can be mounted to the stock front and rear seat belt bolts. And this kind of racing seat with 4 point belt keeps you straight up and right where you want to be in all cornering and braking circumstances.

If you have to add rear seat belt mounting bolts because your car never had rear belts, these are under your rear seat. They will never show once the racing seat is removed and regular belts reinstalled.

More to Come. Next month, we will start going over the car. This series will cover car inspection and safety items, touch on classification regulations (what you can change and what it will mean), performance upgrades, registration information, what will be expected of you at the track, what you should expect on the track, and anything else you ask me to cover.

Now, for your homework assignment: Clean anything you can on or off the car, and watch the Daytona 500!



Getting ready to drive your Corvair to the 2015 CORSA Convention in Knoxville? It may be time to start shopping for those odds and ends that make your Corvair go. You should pick up a used Corvair shop manual, too. Grimy is OK!

# ***SO YOU WANT TO DRIVE AT LIME ROCK?***

## ***PART 2 OF A 6 PART SERIES, by Terry Stafford***

### Driving on a Road Course Race Track.

What's it like to drive on the Lime Rock track? Well you know your favorite exit ramp close to your house, the one that you know how to take very fast? When it's late and you're in a hurry and no one is on the road, you know just when and how much to turn the wheel and just when to tap the brakes, and it feels great to go thru that turn perfectly.

At the race track, we will take away the traffic light or stop sign at the end of the exit ramp. So you re-accelerate smoothly onto the next straight and string 10 to 15 of those turns together. That's an even greater feeling. Now it's going to take some time, and maybe a few trips to any track, to learn every turn on that track like you know your favorite exit ramp. But that challenge is what makes it so much fun.

Begin to Invest! Remember our \$100-per-month plan? This month's "plan" dollars are going to be spent differently by everyone.

To run on any road course race track, your Corvair will need to be equipped with shoulder belts. If you don't have them, you'll need to invest some of your money there. Necessary parts and installation tips have been posted on the NECC website, Corvair Center Forum, the Corvair Society of America Facebook page, and other Corvair blogs.

Convertible owners, you are going to have to put some money toward a roll bar, which is mandatory for Lime Rock (and all other road courses. Ed.) It will conform to SCCA regulations, extend 2" higher than the driver's helmet, have padding, and, get this, it will be completely removable if you want it to be. Read details on [www.neccmotorsports.com](http://www.neccmotorsports.com)

Fan Belts. Everyone, however, should

buy a new Otto fan belt or Clark's Ultimate fan belt or equivalent. (I don't know of an equivalent.) Buy it now and install it now. The good used belt you remove will make a perfect spare. The Otto and Clark's belts are narrower and ride deeper in the pulleys and don't ride up at high speeds. By putting it on now, it will break in (and stretch a little) and hold the final adjustment better this summer. Contrary to what you may have heard, Corvairs can be tough on belts....

Hard-Harder Test. This weekend, go out to your Corvair and do the Lime Rock brake test, a.k.a. the "hard-harder" brake test. This test will be performed during tech inspection at the track, but you want to do it now too. Sit behind the wheel and step on the brake pedal very hard. Hold it and pull the steering wheel toward you and push even harder on the brakes, as hard as you can. If the pedal suddenly goes soft under your foot, then you need to do some brake line repair. Just look under the car for the puddle. Better now than at trackside. (But do not do this test in your driveway/garage if you

can't lift the car and change the steel brake line over the top of the gas tank. Instead, take the car to your mechanic and do the test there this month.)

First Walk-Around Inspection. Now let's look further ahead with a brief inspection. Tires on the right side of the car must be the same size as the tires on the left side of the car. They must have legal tread depth (on all sides), there must be no missing studs on any wheel. The battery hold-down must be secure. The throttle return spring must not be ready to break. Un-hook both ends and look for a worn groove where it has engaged over and over. The engine mounts must not be sagging so the engine should sit level. And the brake lights must work. Test the shock absorbers by putting both hands on a front fender, above the headlights. Push down with all your weight, and then release quickly. The car should come up and then settle down all in one motion. If it bounces more than once before settling down, shop for shocks. Do the same all around the car. Sometimes you might only need fronts or rears.



Driving a convertible 'Vair on the track? You'll need a roll bar like this one.

# **DONNA & RICH GREEN'S RAMPSIDE**

## **WHAT A GREAT TRUCK! by Rich Green**

Donna purchased her 1961 Rampside on February 18, 2006 in South Carolina and we have been enjoying it ever since.

The day after we got home with the Rampside; Donna and I thought about what we should do first to have the truck run and stop safely. We felt that it might have to sit for a couple of weeks (or months) until I completed my 66 Corsa Convertible project. As things normally go, it was going to take me a lot longer than a couple of months to complete the Corsa, so Donna and I decided to tackle the items that were required so that we could use the truck as soon as possible.

When we picked-up the Rampside in SC it would not start (long story) and we had to pull it onto the trailer with a come-along. So the first thing we did when we got it home was to install a new starter. It now started but ran poorly.

The second obvious item that needed repair was the muffler. We knew it was bad since it was falling off and had to be held up with a bungee cord. I definitely dislike the sound that a Corvair engine makes without a muffler (unless it has headers like a race car) so the second thing that we completed was the addition of dual exhaust. It has a very nice sound with the duals in place.

The next important thing to repair was the gas lines from the tank to the engine bay to the carburetors. The previous owner had replaced the fuel pump and in the process of disconnecting the fuel lines made them look like twisted dish rags. The existing gas line repairs consisted of a small piece of rubber hose - held in place with clamps and a clothespin. I kid you not; there were clothespins at several different locations on the fuel lines at the repairs. I do not believe that it was done to prevent vapor

lock since we did not experience that symptom. (Look for the one remaining clothes pin in the picture).

This same person repaired the existing gas line from the tank to the engine bay by running a rubber hose the entire length. The rubber line was dry-rotted and cracked. The repair of the gas lines was a relatively easy fix because Clark's Corvair Parts has pre-bent lines that are a good fit.

While working in the engine area, I decided to correct the PCV piping since there was oil all over the engine. A quick look in the manual and I found the problem. The engine was a '1965' 95 HP and the tubing and hoses were run like it was a '1961' 80 HP engine. The fix for this was to install a hose connection in one of the air cleaners and reverse the original setup so that it would work properly. Problem solved - no oil on the engine now! You can see in the pictures the difference between the engine when we started working on it and how it looked when completed.

Another problem found in the engine

area was the wiring. Several major wires had signs of an electrical short. (Burnt insulation and frayed wires). It almost looked like it caught fire. Most of the bad wires had been repaired with wire nuts or held together with electrical tape and (again) clothes pins. Many other minor wires were damaged, broken or disconnected for some reason. I say minor wires but in fact I should consider them major because only one tail light was working and the license plate lights did not work either.

I purchased a new harness and repaired all of the wiring that was damaged. I also corrected the grounding system at the battery and now all of the lights work great including the dash lights that did not work. I have since installed LED's in the taillights. Oh, I almost forgot; the turn-signals didn't work either. I installed a wire coat hanger to activate the turn signal mechanism. Pull up for right and push down for left. The Corvair Ranch supplied new parts and the turn signals work like new now.

I installed a new stereo/cassette/radio, four speakers and antenna so that the truck would run better (LOL).



We cleaned up the interior and the bed to see how much damage there was - not bad at all. Still looks good today considering that this is our Pick-up Truck and is used as such.

The next project was the most difficult project at the time - the brakes. I replaced the master cylinder with a dual set-up, all new brake lines from front to back (steel tubing and flex lines), wheel cylinders, brake springs and brake shoes. Stops good now!

We bought new tires and put on a set of wire wheel covers that came with the truck.

When we filled the gas tank we found that gas was dripping on the ground. There were several holes in the tank fill and vent lines plus holes in the top of gas tank. All items pertaining to the fuel system have been replaced (including the gas tank).

Since the engine had not run for years I changed the plugs, installed an electronic ignition and new plug wires.

After several weekends of intense work, we took the Rampside out for the day to do some antiquing and it ran and stopped great. We were literally out for hours in the truck stopping at many antique shops in the area and we didn't have even a hint of a problem.

Since that time we have improved many other items on the truck such as a complete rebuild of the front and rear suspensions, hi-stall speed torque converter, rear sliding window, all new door & window seals/gaskets, mirrors, tachometer, alternator, NOS speedometer & cable, seat belts & shoulder harnesses, lots of detailing (polished metal) and a 140 HP engine. At this time the 140 HP engine is disassembled getting head work completed.

As I mentioned above the Rampside is used as our Pick-up truck. We haul furniture, appliances, mulch (1,200 LBS), pellets (1,000 LBS) and everything else that is required for work around the house. What a great truck!



## **NJACE SMALL PARTS AUCTION - 2015**

The New Jersey Association of Corvair Enthusiasts (NJACE) will be having its annual indoor Corvair Parts Auction on Saturday, February 21 at Ashley's Auto Body. All interested persons are invited to attend. There is no admission charge and lunch is included! Ashley's address is 274 Hillside Avenue, Flanders, New Jersey.

At this event, new and used Corvair parts and accessories are sold at auction, with a 10% commission of the sale price going to the club treasury. You may bring parts to sell, you may buy, or you may do both, or you may just come to enjoy the fun.

Here is what you need to know to fully enjoy the day:

First, plan on making a day of it. Due to the nature of how the auction operates, it is not possible to process any buyers or sellers until the auction is completed. Doors open at 9:00 AM for set-up, we begin the bidding at 10:30 AM, take a pizza break at 12:30, resume the bidding at 1:00 PM, and finish up typically around 2:30 PM. Only at that time can we tally the sales, collect from the buyers, and pay the sellers.

Second, plan on getting there early. We'll open the doors at 9:00 AM, to allow time to tag and display any parts you are selling, and to allow you to peruse the parts being offered. If you're selling, you will need to fill out a Lot Card for each part or group of parts being sold as one, so please allow sufficient time to do this before the start of bidding. The lot card form is included as part of this newsletter, so you can print what you need and fill them out in advance. But you can also get blank lot cards that day. If you are buying - or even if you think you are not buying - you will be issued a Bidder Number by which the auction desk will track all purchases.

We ask that items being offered be limited to Corvair parts or Corvair-related

items, only. Typically we have upwards of 200 lots to get through, so we are not able to deal with items outside of this parameter.

Also, we ask that you not bring more than one of the same item to sell. It is difficult to sell, in an auction setting, multiples of the same thing. You can, however, sell multiple items in a "lot." You could offer, say, one lot of six oil filters, instead of six individual oil filters.

Remember that only quality items sell easily. Greasy, rusty, bent and broken pieces have limited appeal.

The club will deduct a 10% commission on all sales. You may also donate items for the full benefit of the club.

Did we mention that lunch is included at no charge? Again, the doors open at 9:00 AM for setup, on Saturday, February 21, rain, snow, or shine!

## **NECC PERFORMANCE EVENTS FOR 2015**

The Northeast Corvair Council ("NECC") announces an exciting schedule of performance-oriented events for 2015, encompassing three track days, two drag races, and one autocross.

It all begins on Saturday, June 6, at the New York Safety Track located in Harpers field, New York. This track day will feature grouped practice sessions, driver training and individual timed laps.

The fun then moves to Tennessee as the NECC in conjunction with the V-8 Registry presents drag racing on Tuesday, June 23, just before the start of the 2015 CORSA International Convention. The action will take place at the Knoxville Dragway, just 17 miles from the convention host hotel.

The month of July sees the fourth Corvair Olympics in the Indianapolis area.

This not-to-be-missed spectacular begins with a track day at Putnam Park Road course on Thursday, July 23, followed the next day by drag racing at the famous Muncie Dragway. On Saturday, July 25, the Olympics conclude with the always popular autocross.

Rounding out this exciting summer of Corvair performance is a return to the New Jersey Motorsports Park's Thunderbolt road course on August 10, where we'll again be conducting practice sessions and individual timed laps.

Lehigh Valley Corvair Club is one of the dozen chapters of CORSA comprising the Northeast Corvair Council. Mark your calendars now and plan on joining us at any or all of these events!

Visit our website for complete information regarding rules, schedules, lodging, and registration:  
www.neccmotorsports.com

## **JANUARY LVCC MEETING NOTES**

After years and years of doing business with us, PNC Bank decided to charge LVCC for depositing our money with them! That' right- they decided to charge us a service fee of \$14 a month. So Treasurer Dick Weidner did the prudent thing. He withdrew our money and closed down the account. The account was opened in 1977 when clubs like LVCC did not need a tax identification number. The account has survived all these years without a tax identification number, but it will be necessary to acquire one to open a new account. This was a topic of discussion during our January meeting.

Various suggestions were submitted by the members. For example, Rich Green, maintains the Philadelphia Corvair Association checking account under his own tax identification number. No decision was made how to proceed, but members agreed to think about a solution.

Scott Oberholtzer related problems with his Corvair. It has developed a miss and is making a tapping noise. Attendees surmised that a lack of ZDDP in the engine oil may have contributed to the condition.

Bob Weidman also talked about his Corvair. During the past month or so, the electrical charging system began to fail. Bob used a multi-meter to identify the cause of the problem. It turned out to be a faulty connector at his voltage regulator. This turned out to be an easy repair.

Dennis Stamm stated he has sold the 1967 Corvair 500 he was advertising in the last edition of The Fifth Wheel. It has found a new home in Stroudsburg PA.

Dick Weidner brought several Chevrolet Custom Features Catalogs for the members to peruse during the meeting. The catalogs displayed all of the special items available from Chevrolet for our Corvairs.

Dick also gave the Treasury Report. The club currently has \$1,374.71.

The following members attended our January meeting. They are Dennis Stamm, Rich Green, Larry Lewis, Scott Oberholzer and Bob Weideman.

## **OUR NEXT MEETING IS FEBRUARY 25!**

Our next meeting will occur Wednesday, February 25 at the LANTA Community Center. Mark your calendar!

Among other things, Al Lacki will be doing show-and-tell with his new stainless steel shift linkage. You may recall that Al was scheduled to do this at our January meeting, but he could not attend that meeting due to a death in the family. But this time, he promises to be there!

By the way, we seldom cancel our meetings due to inclement weather, but if it's exceptionally snowy or icy on the night of February 25, you may want to call one of our officers before you venture out on the road. Also, those of you who have shared your email address

with us will receive an email in the event of a cancellation.

Speaking of email addresses, we are still sending hardcopy newsletters via U.S. Postal to a number of members because we don't have email addresses for them. We don't mind doing that, but if you are among them, you may want to switch over to the online version of the newsletter, which is in living color! Just send your email address to our newsletter editor, Al Lacki, at redbat01@verizon.net.

Here is a list of LVCC members for whom we have no email address:

Paul Shade  
William F. Remaly (Frmr. President)  
Wayne Troxell  
James Mc Nalley Jr.  
Larry L. Lewis  
James Mc Nalley  
Scott Oberholtzer



## **LVCC Classified Ads!**

**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!

### 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 concerning time, location, selling and buying are in this issue of the Fifth Wheel!

### Sunday, February 22, 2015 :::: 48th Annual Swap Meet & Car Corral.

Location: Hamburg Fire Co. #1, 127 South 4th. St, Hamburg, PA 19526 (Adjacent to Pine Street).  
Time: 7 AM to 2 PM. Admission Price for Spectators: \$2.00. Over 100 indoor vendor spaces with unlimited outdoor space & car corral. Handicap friendly. Rain, Snow or Shine. Food available and music. Sponsor: Ontelaunee Region AACA. For general info, contact Lester Manwiller, 610-823-4656. For vendor info, contact Shirley Schaffer, 610-262-9718. Website: www.ontelauneeregionaaca.org

### Wednesday, February 25, 2015 :::: Lehigh Valley Corvair Club Membership Meeting.

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.

### Thursday to Sunday, March 19-22, 2015 :::: Greater Lehigh Valley Auto Show.

Location: West Stabler Arena, Rauch Fieldhouse & West Pavilion, Lehigh University, 27 Memorial Drive, Bethlehem, PA 18015. Time: Thursday to Saturday: 10 AM to 9 PM. Sunday: 10 AM to 6 PM. Phone: (610) 758-9691. Website: www.glvautoshow.org



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## Next LVCC Meeting: Weds, February 25 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