



the fifth wheel

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MARCH 2015

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ESTABLISHED 1976

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MEET THE NEW 1961
CHEVY CORVAIR
THE GREATEST SHOW ON WORTH

Lakewood 700 4-Door Station Wagon in Seafoam Green

INTRODUCING
2 NEW LAKEWOOD STATION WAGONS AND 2 GREENBRIER SPORTS WAGONS

NOW
YOU CAN CHOOSE FROM
A COMPLETE LINE
OF
COMPLETE THRIFT CARS

FEATURING
NEW OPERATING ECONOMY

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.

CORVAIR DRAG RACE CAR of L&R RACING

by Richard Greene

The name L&R Racing is for Larry Asheuer and Rich Greene.

Larry and I purchased this 1965 Corvair 500 as a complete drag race car in August of 2011. We had dreamed of owning this car since we first viewed it at the CORSA Convention in Carlisle in 2003.

The Corvair was loaded with very cool nostalgic (1970's) speed equipment such as headers, Offenhauser valve covers, crankcase cover, and PowerGlide cover. One of the items from the 70's is a Corvair specific "Ansen" PowerGlide floor shifter made just for drag racing with a low-high shift gate that works great (most of the time – more about that later). The car is a total drag race car and is not street legal – no head lights or tail lights, no horn or wipers, no radio or heater, no passenger or rear seat, no gas tank or trunk lid mechanism. It does have a fiberglass trunk lid (or hood as some may call it) that is held in place by hood pins. It came with a five gallon racing fuel cell, light weight racing seat with racing seat belts and slicks on slotted mags. The engine is basically a stock 140 with a manual shift PowerGlide and a 2,800 RPM stall speed converter and 4:10 gears. The engine is cooled by an electric fan, has a stock cam and, when we purchased the car, it had the stock four-carb set-up, not the original Webers we saw at the convention.

When we first purchased the Corvair, we spent a lot of time making certain it was safe to race. We worked many hours going over the brakes and the suspension so that we felt secure going down a race track. As with most of us, Larry and I only have one day a week to work on our hobby cars so it takes a couple of months to complete what seems like simple tasks.

This said, it was August 2012 before

we felt that the car was ready to take to the track. Our first outing was at Maple Grove Raceway in Mohnton, PA (near Reading). Friday nights are reserved for "Test and Tune" timed runs and we certainly needed to test and tune the car since we had no idea what we would turn in the quarter mile. As mentioned above, the Corvair is not street legal and therefore we towed the car to the track on a trailer behind Larry's truck.

After the car was unloaded, we went through tech inspection and we passed without comment (we were ready). Next, we weighed the car – 2,125 lbs – that's about 500 lbs less than an average Corvair.

Our first trip down the track showed that we had some work to do. We turned 17.396 seconds at 80.56 MPH. For the second run we removed the air cleaners, adjusted the carburetors and bumped the timing from 19 to 22 BTDC. This time, we turned 17.263 seconds at 80.73 MPH. As we lined up for the next run it started to rain and the track closed down for the night.

After this experience, we decided to make some changes. We replaced the carburetor jets, spark plugs, ignition wires, distributor springs and distributor weights. We also replaced the 24 inch diameter rear tires that came on the car with shorter 20 inch diameter tires. After synchronizing the carbs, we headed back to the drag strip.

We went back to Maple Grove on Saturday, September 15. The changes made a big difference. We had a best run of 15.294 seconds at 90.29 MPH, beating our previous ET by almost two seconds and our speed by 9.5 MPH.

Not bad for a stock 140, but we had more modifications to complete before our next track appearance. The Corvair still seemed sluggish off the line. We

decided to experiment with initial and total distributor timing. To accomplish this we installed a high performance Mallory distributor and coil. We understood that it would take many runs down the track to "dial-in" the new distributor. This was our mission for our next trip to the track.

We were also concerned that, with the 20 inch diameter rear tires, we were revving the engine beyond its power peak at the end of each run, so we changed the tires once again. This time, we installed 22 inch diameter slicks.

Those weren't the only changes. After our runs in September 2012, we rebuilt the secondary carbs with proper tops and bottoms and with no accelerator pump plungers. We also adjusted the accelerator linkage so that the primary and secondary carbs open fully. In addition, we installed a new #35 yellow-top Optima battery, a coil and spike protector between the coil and distributor. We also replaced the air filters with velocity stacks and raised the engine lid 3/4 inch for more air to carbs.

All of the above changes were made in an attempt to lower our ET by decreasing our 60-foot times and increasing our MPH through the traps. In drag racing, the 60-foot time is very important to a lower ET. Improvements as little as .02 sec. can lower your ET by a tenth.

By October of 2012, Maple Grove had concluded their Friday night Test and Tune sessions for the season. So we decided to try Island Dragway in Great Meadows, NJ. As you can see on the chart (next page), we started to improve our ET and MPH as we changed the timing. Unfortunately we did not do as well as we did in September at Maple Grove. This was probably due to changing the tires from 20" to 22".



L&R Racing - 1965 Corvair										
	Maple Grove 08/17/2012		Maple Grove 09/15/2012					Island Dragway 10/21/2012		
	1	2	1	2	3	4	5	1	2	3
R/T	0.505	-0.220	0.466	0.684	0.117	0.095	0.032	0.016	-0.311	-0.436
60'	2.728	2.731	2.494	2.389	2.497	2.465	2.505	2.645	2.651	2.619
330'	7.362	7.401	6.717	6.466	6.686	6.550	6.668	7.193	6.931	6.900
1/8 ET	11.228	11.157	10.236	9.873	10.155	9.956	10.142	10.795	10.433	10.405
1/8 MPH	63.110	64.380	70.350	72.440	71.060	72.320	70.980	68.680	70.270	70.250
1000'	14.587	14.467	13.248	12.806	13.160	12.902	13.126	3.865	13.443	13.415
1/4 ET	17.396	17.263	15.797	15.294	15.726	15.406	15.650	16.440	15.978	15.946
1/4 MPH	80.560	80.730	88.220	90.290	87.540	89.790	89.160	97.410	88.960	89.050

Our log book contains a comment that says, "Front end floats". This was more serious than it sounds. As the Corvair approached 85 MPH, the front of the car would start to rise up more than it was already. Larry and I liked the nostalgic Gasser look with the front end raised up, but on any other car there would be an engine in the front holding the front end down. At 90 MPH, with little weight and in this case even less weight than a stock Corvair; I did not have very good control of the steering.

Nearly a year elapsed before we had an opportunity to take the Corvair back to the strip. Since our last run at Island Dragway, we had added a stock sway bar, stock spoiler and lowered the front end by heating the coil springs. But we did not have an opportunity to see if this helped because the next time we raced the Corvair at Island Dragway, on September 2, 2013, we had a missed-shift at 6,500 RPM and did not get beyond 81 MPH. The engine sustained some damage and we sprayed oil all over the track. However, with the Holley four barrel in place, we achieved our best 60-foot time of 2.272 seconds, so we knew we were on our way.

We have completed much more work on the race Corvair since 9/2/13 including an engine rebuild. Unfortunately we have not had time to race again. Both Larry and I had a difficult work schedule in 2014 and we never got the opportunity to enjoy the fruits of our labor. The plan is to start racing in April or May of this year. We are hoping that we can get into the low 15's or high 14's.

GREAT PHILLIPSBURG AUTO SHOW

Even though this show doesn't occur until August, we're announcing it now because the Show Chairman happens to be LVCC Member Ron Peles. Ron has declared that this show WILL have a Corvair class!

The date is Saturday, August 15, 2015,

the weekend after Das Awkscht Fescht and the weekend before the Wheels of Time Show. It will take place at St. Philip & St. James School, Roseberry Street, Phillipsburg, NJ.

The show will feature express day-of-show registration, on-the-grass parking, goodie bags, flea market, door prizes, awards, family entertainment and delicious food. Prices for show cars, car corral and flea market will be \$10 if you pre-register or \$15 if you pay at the gate. The show will be hosted by Knights of Columbus Warren Council 474 (of which Ron is Deputy Grand Knight).

All proceeds will benefit Grandma's House, a home for women who are homeless and pregnant. Years ago, Ron ran the annual NJACE Corvair Show and he knows how to do it right!

BOB'S UNFORTUNATE ENCOUNTER

Your heart may break when you hear this. LVCC Member Bob Weidman's 1962 Corvair 700 sedan may be consigned to the scrap heap of history.

This car is, or perhaps was, Bob's daily driver. Like any other work day, he drove it to work on March 6th. This was the day of the big ice storm, with black ice in abundance. The little Corvair hit a slick spot in the road, skidded,

and whacked into another car.

Bob wrote, "No injuries, I slid down a hill and hit another car head-on. She saw me sliding but also was unable to stop. Even the salt truck got stuck on the hill when it finally got there, and it wasn't even that big of a hill."

As of last week, Bob was leaning toward breaking his Corvair down for parts. He's reserving Saturday, March 21 to do the deed. The car is located at 2612 Woodland Rd. Roslyn Pa 19001. If you are interested in salvaging anything in particular, or if you have another Corvair to offer, give Bob a call at (610) 248-0853 or send an email to him at trailrunner18018@yahoo.com

NECC REGISTRATION OPENS

By the time you read this newsletter, registration will be open for three of the five events planned this year by the Northeast Corvair Council. The three events include:

High Performance Driving at New York Safety Track. Practice Sessions throughout the day. Timed Laps in the afternoon. Date: Saturday, June 6, 2015. Price: \$ 299.00 per driver.

Taste of Track at New York Safety Track. Pace-car led laps at various

(Continued on page 5)



times of day and more. Date: Saturday, June 6, 2015. (Same day as High Performance Driving). Price: \$ 29.00 per driver.

Drag Racing at Knoxville Dragstrip. Practice, Dial-Ins, and Bracket Races. Date: Tuesday, July 23, 2015. (Week of the CORSA Corvair Convention). Price: \$ 69.00 per driver.

NECC offers two ways to register: (A) By US Postal Mail, or (B) Online, on the NECC website.

www.neccmotorsports.com

WELCOME DAVE NONEMAN!

We have a new member and his name is Dave Noneman! He's restoring a Forward Control Corvair. Welcome to the Lehigh Valley Corvair Club!

FEBRUARY LVCC MEETING NOTES

LVCC President Dennis Stamm presided over our last meeting, held on February 25. Attendees included Allan Lacki, Larry Lewis, James McNalley Sr., Scott Oberholzer, Fred Scherzer, Bob Weideman, Dick Weidner, and our newest member, Dave Noneman.

Dick read the minutes of our January meeting, which were approved as read. Dick also gave the LVCC treasury re-

port. The club currently has \$1,348.62 in funds.

Al Lacki and Dick Weidner provided show-and-tell entertainment. Al showed off his home-built stainless steel shift rod; very exciting! And Dick circulated a complete set of original Corvair post cards published by Chevrolet back in the 1960s. Many of these items are rare and unique.

Dick also circulated several issues of the original series of Corvair Communique magazines that were published by Chevrolet, years before the formation of the Corvair Society of America.

Dick mentioned that May 2015 will mark his 50th year of Corvair ownership. His first Corvair was a 1960 Corvair coupe and he still owns it. And he has driven Corvairs ever since he bought his first one. Amazing!

Dennis Stamm said Barnes and Noble has copies of "Yenko: The Man, the Machines, the Legend", by Bob McClurg. It includes a chapter about Yenko Stinger Corvairs as well chapters on Don Yenko's other high performance Chevrolets. The Barnes and Noble website lists the book at \$24.83 for a paperback copy.

At the time of the meeting, Bob Weideman was in the process of installing a radio in his '62 sedan. He asked for advice on drilling a hole in the fender for the antenna. Several of the other members offered to provide templates

for locating the proper spot to drill. It was also suggested that Bob could make his own template simply by tracing the location of the antenna on another early model Corvair.

Scott Oberholzer said he attended the NJACE Parts Auction and bought several parts there, including a rebuilt pair of strut rods for the rear suspension of his late-series coupe.

Incoming correspondence included an email from a Mr. Landis of Coatesville, PA, who was offering his 1963 Corvair Monza for \$9,750. Mr. Landis claimed the car has only 17,344 miles on the odometer. After the meeting, we learned that the car had already been sold. Prices are going up for low-mileage Corvairs!

OUR NEXT MEETING IS MARCH 25!

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



1960 Corvair with Fifth Wheel

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

SO YOU WANT TO DRIVE AT LIME ROCK?

PART 3 OF A 6 PART SERIES, by Terry Stafford

This month, we continue with Parts 3 and 4 of Terry Stafford's articles about preparing your Corvair for track or street!

What is the day like at this Lime Rock event anyway? Well, it's always sunny and about 80 degrees... Oh, you mean what will you be doing? Here is an activity list, just for you: tech inspection, drivers meeting, practice driving sessions on the track, lunch break, more practice driving, and finally, timed laps. Now, I'll walk you through the day.

When you arrive (early), you'll take your day's parking space in the paddock. (The rush of feelings will start here). Pay your registration fee if you haven't already done so. Then empty everything out of the trunk, interior, and engine compartment of your car, including the spare, floor mats, and wheel covers, and get in the tech inspection line. Bring your helmet and long sleeve shirt. (Don't forget the car!) Look around a little and enjoy chatting with some of the other drivers in line with you.

After your car is inspected, inflate your tires as you come back to your parking spot. (We'll discuss this again later, but +10 psi works.) Listen carefully for announcements over the track's public address system. The drivers meeting comes next. You don't want to miss it!

At the drivers meeting, you will hear the rules and procedures of the day. Novices can benefit a lot if they ask for an instructor to ride along. It can make the basics come easier, and helps in finding "the line", and brake and turn-in points. You will also be assigned a run group (A,B,C) at the drivers meeting. NECC will set up at least 3 run groups of similar run potentials, based on each car and driver's experience. Each run group will get about 20 minutes of track time to learn the track lay-out and get a feel for how the car is handling.

When your run group is called over the loudspeaker, get into your car, drive to the track's pit lane and put on your helmet. The fun is about to begin!

As you wait in line for your run group to be sent out, you can lean out the window to talk to Paul Newman and Mario Andretti (who come to every one of our events). Your run group of about 15 cars will be let out onto the track with considerable spacing. At least the first 2 laps will be run with the yellow caution flag out at all corner stations. It means "Not Full Speed" and "No Passing" and is the time to locate all of the corner stations around the track. When the green flag comes out, you are on your own. (This is the Big One, Edith).

Once all run groups have had their "get acquainted" laps, we switch from run groups to open track time. By now, you have lost all control and will be wandering around and grinning at everyone.

Open track time isn't restricted to any particular run group. Any and all drivers can get on the track during an open track session. Don't be flummoxed. The slower cars have the right of way, and passing zones are limited to one or two straight sections around the track. All of this is covered during the drivers meeting. And there will be plenty of time, especially in the early afternoon, when only a half dozen or so cars will be on the track.

When the first open track session is announced, get in line again. You'll be let out on the track as space becomes available. Cars come back into the paddock at will to catch a breath, (you have to breath,) adjust tire pressure, let everything (including yourself) cool down, add some fuel, pick up an instructor, etc. And get back in line to go back out when you are ready.

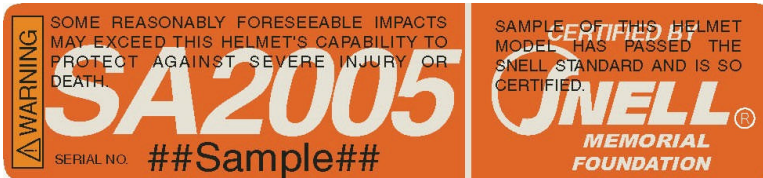
Each track usually calls for a mandatory shut down for a lunch break for the workers. The afternoon will start with more open lapping sessions and then finish with timed runs. For the timed runs, you'll wait your turn in the pit, and have a chance to get last minute advice from Mario and Paul. Finally when given the signal you'll charge out of the pit lane for a solo run of four laps. (One warm-up lap, two timed laps, a checkered flag and one cool-down lap). Your best time will compete for trophies in your class, but who cares you're hooked by now!

So that will be your day at the track. Now back to your car. You did your brake line test last month, right? Well do it now and let's rebuild the brakes this month. Replace the brake fluid at this time, (once a year, they say), and dust each drum, (wear a mask), and adjust. Inspect each wheel as follows. Shoes: not too thin or cracked. Drums: if scored or heat discolored, have them cut (turned.) With help, check the action of each unit one at a time (with all other brake drums in place). You must attain full release, (shoes back to the post,) when your helper releases the brake pedal. Three causes if you don't attain full release: wheel cylinder needs honing, emergency brake cable needs lubricating, or heat-fatigued springs. Check brake springs by dropping them on the garage floor, (not in the grass under the tree in the back.) A good brake spring will give a dull thud, not a high-pitched spring or ringing sound).

Homework: Window shop for a Snell helmet. Snell upgrades its helmet specifications every few years. Log onto the NECC website at www.neccmotorsports.com to determine what kind of helmet is currently required. (*Loaner helmets may be available at the track, but don't count on it. Ed.*) Watch the Long Beach Grand Prix.



Typical "road course" circuit. This is the layout at New York Safety Track. It similar to Lime Rock and most other courses.



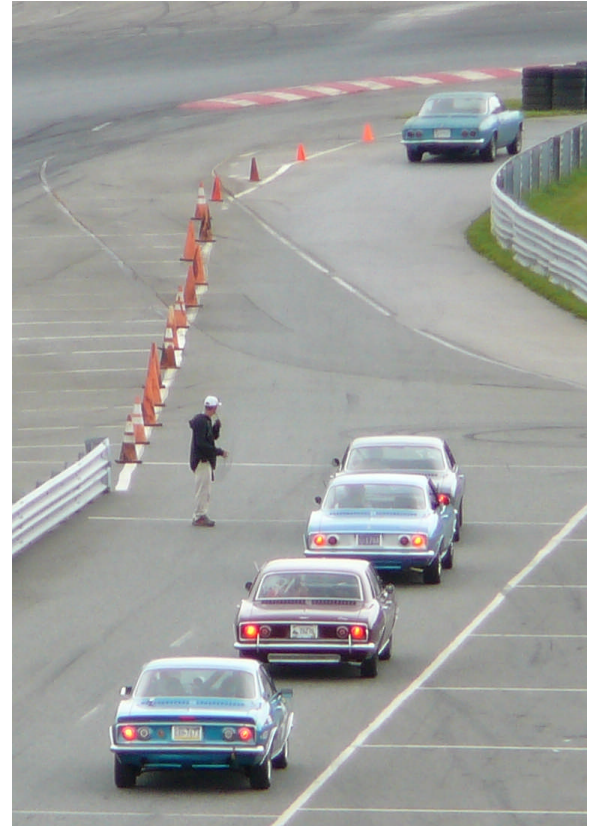
A Snell helmet approval sticker looks like this.



What's a "Snell" helmet? Since its founding in 1957, the Snell Memorial Foundation has independently tested manufacturer's helmets. Its first safety standards for protective headgear were issued for auto racing in 1959.

Periodically, utilizing specially designed test equipment, the Foundation upgrades its specifications on performance characteristics of helmets to keep pace with advances in materials, helmet technology and design.

You can tell if a helmet has been approved by the Snell organization by looking for the approval sticker, which is located inside the helmets interior on the foam shell (not in/on the soft padding). While all Snell helmets are DOT approved, there are lots of DOT approved helmets that are not SNELL approved.



Corvairs lined up in "pit lane", getting ready to take some laps at New Jersey Motorsports Park.



Each day at the track is preceded by a drivers meeting, where attendees are reminded of rules for entering the track, passing other cars, returning to pit lane, etc.

SO YOU WANT TO DRIVE AT LIME ROCK?

PART 4 OF A 6 PART SERIES, by Terry Stafford

So, it's time to register. Go to www.neccmotorsports.com and find NECC's online registration web page. To fill it out completely, you will need to assign your Corvair to a particular "class". This helps the track officials determine your run group and stage the cars in the pit lane when you go out for timed laps. And after the event is over, NECC lists the lap times according to class so you can see how you did against cars of similar potential.

The proper class for your car depends on the modifications you have made to your Corvair, ranging from mild (i.e. street stock) to wild (i.e. full competition). In general: NECC's Street Stock (SS) class allows limited changes before getting bumped into (IS) Improved Stock. IS allows additional changes until you are moved into Street Modified (SM). And if your Corvair is a purpose-built track car, it should enter it into the Competition class (COMP.)

Some improvements are free and others bump you immediately into a higher class. If the only change you want to make will bump you up, then you probably won't be competitive in that higher class. But refer to what I said last month, "who cares, you're hooked".

Confused? Don't worry. NECC's registration web page has a link to a list of classification regulations that provide a full description of how this works. As noted in the classification regulations, Early and Late model Corvairs are classified separately until you get up to Street Mod. For vehicles other than Corvairs, you will not need to select a class, but you should still list your car's modifications on the NECC registration page.

Some notes about classification: NECC's classification rules are similar to CORSA autocross rules with the addition of an early high performance class in Improved Stock. If you don't

know what I'm talking about, that's O.K. You will find the classification rules on the website. If all else fails, NECC will classify your car for you when you go through tech inspection at the track.

One thing not to forget, Lime Rock and most tracks require street legal mufflers. Also, any car shows associated with NECC are not strict CORSA course rules but more casual.

Here is my list of the things affecting a fast time on the track: 1. driver, 2. tires, 3. suspension condition and settings, 4. shocks, 5. brakes, 6. engine performance, 7. engine power, 8. Misc., such as air dams, cooling, differential, etc. When I separate #6 and #7, I mean it's better to have a good running stock engine than an unperfected hopped-up engine. Let's run down the list.

Driver: You won't perfect this in several visits to Lime Rock (or any track), but that's all the fun.

Tires: Radials are much preferred, lower profile is better (70 series is the lowest allowed in all stock classes); stock size rims are fine 'til you get very modified; 1/2 worn tread is best; I like 195/70's for stock and run 205-60's on original 13" X 5 1/2" rims, in Improved Stock.

Brakes: Refer to last month (I use metallics although many people don't like them).

Suspension: All steering and suspension joints must be up to spec tolerances or you won't get on the track.

Alignment Settings: (These settings are from the book, 'How to Hotrod Your Corvair:') Rear: 2 to 3 degrees negative camber and 1/8 toe out. Front: caster 3 deg. Camber: 1 deg negative. and Toe In: 3/8 deg. Up-dates and back-dates

are allowed thru the years to get the thickest front sway bar that was offered. Aftermarket rear sway bar sounds like a good idea.


Shocks: Good condition a must, heavy duty preferred. I like gas shocks (for an Early that fit the front on a 57 Chevy).

Engine Performance: Carbs rebuilt, fresh tune up, new ignition wires, and turn the key. (Single biggest thing you can do for performance on the day of the event is NEW points, plugs, cap, rotor, condenser, and correct timing. ALWAYS HAVE A SPARE NEW CONDENSER, and try it to solve ANY un-diagnosable engine performance problem. Then call me and say, thank you.)

Engine Power: Dual exhaust helps, bigger carbs or re-jetting is noticeable, water injection to run hotter ignition set up makes a difference. That's about it for bolt-ons.

Misc: Do anything for cooler engine temps, like added oil cooler or finned oil pan, etc. Front air dam is a big help for steering stability at high speed. If you're thinking of air ducts for brake cooling, battery relocation and other weight transfer mods, new camshafts or 3.08 gears, you don't need me.

Homework: Remove the top engine cover and lower heater shrouds and run a key hole saw in all the cooling slots in the heads and barrels (what a temperature difference.) Enter an autocross, and watch the "Indy 500". (You better know when that is.)



Next Page: Here is a copy of the Tech Inspection form used by the Northeast Corvair Council in 2014. It wouldn't be a bad idea to use this checklist to inspect your own Corvair, even if you never intend to drive it on the track!

NECC 2014 Technical Inspection Form

Owner's Name _____

Vehicle Color _____ Vehicle Number(s) _____ NECC Class _____

Owner/Driver(s) Must Present Car With All Items Completed. Inspectors Will Check Compliance.

Owner/Driver Signature _____ NECC Inspector's Initials _____

	Owner	Inspector
Exterior:		
Number Visible- Front, Sides	_____	_____
All glass and netting intact (1)	_____	_____
Wheels:		
Hub caps/trim rings off	_____	_____
Lug nuts—correct type	_____	_____
Lug nuts—tight	_____	_____
Tires:		
Tread depth of 1/16" min. on D.O.T. tires	_____	_____
No cuts, bulges, visible cord, etc.	_____	_____
Valve stems serviceable	_____	_____
Trunk & Gas Cap:		
Loose items, jack & spare out	_____	_____
Master cylinder full	_____	_____
Gas cap secure	_____	_____
Front Shocks:		
Sufficient damping	_____	_____
Mirrors:		
1 inside or 2 outside	_____	_____
Front Suspension:		
Wheel bearings	_____	_____
Ball joints (Jack-Up-Test)	_____	_____
Steering components	_____	_____
Brake hoses	_____	_____
Chassis clearance	_____	_____
Rear Suspension:		
Bearings, joints, bushings	_____	_____
Sufficient shock damping	_____	_____
Interior:		
Loose & removable items out	_____	_____
Extinguisher, if present, secure (2)	_____	_____
Roll bar/cage, if req'd, to spec (3)	_____	_____
Seat belt to spec (3 or 4+,etc.) (4)	_____	_____
Firewall intact	_____	_____
Brakes:		
Hard-Harder test	_____	_____
Functional Brake Light(s)	_____	_____
Engine Compartment:		
Throttle action & return	_____	_____
Spare, jack, loose items out	_____	_____
Fluid leaks, harmonic balancer	_____	_____
Battery: Secure	_____	_____
Helmet: Snell 2005 or newer	_____	_____
Clothing: Long pants/sleeves, fire resistant (5)	_____	_____
Other: As noted	_____	_____

Owners and Drivers are responsible for preparing and maintaining participating vehicles in safe condition. The NECC and its representatives and affiliates are not responsible for the failure of any components or for any incidents related or Consequential to such failure. For more information, see NECC track event rules at www.neccmotorsports.com.

1. Glass, Lexan, netting, etc requirements are specified in NECC track event rules. Inspection verifies compliance, condition.
2. Extinguisher or other fire suppression system required on competition cars.
3. See Section 3.5 of NECC track event rules for details.
4. 3-point, 2" webbing minimum; 4+ point, 3" webbing required for all competition cars.
5. See Section 2.9 of the NECC track event rules.

FITCH SPRINT STORY

LVCC Member Gerry Moyer forwarded this item to us for publication in the Fifth Wheel. Gerry and his wife Nancy spend their winters in Florida and he is active in the Floridian Corvair clubs.

Bill Clemens is one of Gerry's Florida friends. The following story may be considered a sales pitch, but it's also a tale about a Corvair family and their effort to preserve and then convert a Corvair Corsa into a Fitch Sprint. According to Gerry, Bill is a class guy and the car is very nicely done. Check it out!

First, a little history: My name is Bill Clemens and I am 82 years old. I have been a CORSA member since 1980 and have gone to many national conventions.

I have five children. Two of the boys are also Corvair nuts. Greg has a '66 Corsa turbo convertible and lives in central Ohio. The youngest son David is into Corvair racing and operates as Stinger Enterprises in Roanoke Virginia.

The '65 Corsa coupe was purchased by Greg when he lived in VA. The idea was to reconstruct a retired Fitch Sprint on the rust-free Corsa body. All Fitch

parts were salvaged and restoration was started, but as so many projects go, not much work was completed. Time became a problem.

When I was retiring in June of 2003, Greg gave the car to me as a retirement project. It took me almost two years to complete the restoration and install the Fitch parts. A '68 Monza engine and transmission had been installed to be able to move the car around. And I found out that it was a good drive train, so I completed the project with the 110 hp engine. The 65 Turbo engine is available and goes with the car.

I have twenty pictures of the finished car and about fifty of the restoration in progress. The car is finished and ready to go, it has been stored inside for almost 30 years. My son David is offering the car to his racing friends for \$11,000. This is the first offer I have made on the car and I will sell for \$10,000. Come on down to Fla. And warm up while you check out the car.

Bill Clemens
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Panama City FL. 32404
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WHAT MAKES A FITCH SPRINT?

It is commonly believed that all Fitch Sprints were assembled by John Fitch & Company in Falls Village, Connecticut. But actually, there were five ways to create a Corvair Fitch Sprint: (1) ordering a Corvair from Fitch, (2) ordering a Corvair from Chevy and having it shipped to Fitch, (3) ordering a Corvair and having the local dealer install the parts, (4) purchasing a Corvair and driving it to Fitch, and (5) ordering/installing the parts yourself.

No Corvair was ever "correctly" titled as a Fitch Sprint. The Sprint package was an accessory package offered by John Fitch for the Chevrolet Corvair. It was not a make, model, or trim line.

So, the Corvair being offered by Bill Clemens (see previous article) is no less a Fitch Sprint than any other. It is equipped with the usual Sprint options, including Hands aluminum wheels, Lucas "Flamethrower" high beams, and the popular "904 Ventop". It also has additional aftermarket parts, including quick-ratio steering, a finned aluminum oil pan, wood rim steering wheel, and a '66 style 4-speed transmission.



Bill Clemens' 1965 Fitch Sprint.



Most Corvair enthusiasts are acquainted with the Fitch "904 Ventop" - a fiberglass roof panel with flying buttresses that gave second-series Corvairs a mean, hunched down look. The styling of the Ventop was copied from the Porsche 904 Carrera GTS, shown above.

LVCC Calendar of Local Events!

Wednesday, March 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

Friday, April 3, 2015 :: Hatboro Cruiser's First Friday Cruise Nights

Location: Speed Raceway, 200 Blair Mill Rd., Hatboro, PA 19044. Time: 5:00 PM to 8:30 PM. Please feel free to come out and cruise the town of Hatboro again meet us up at the Speed Raceway and see the beautiful cars, bikes and trucks on display. Lots of fun for all. Admission: Free. Email: alfsturn@comcast.net This event will recur on the first Friday of every month between April and November of this year.

Saturday, April 11, 2015 :: Maple Grove Spring Swap Meet & Flea Market

Location: Maple Grove Raceway, 30 Stauffer Park Lane, Mohnton, PA 19540. Dealers and collectors display a wide variety of merchandise for sale at bargain prices. Commercial vendors, designated parking, gate admission, public transportation. There is an admission charge for this event. Phone:(610) 856-9200. www.maplegroveraceway.com

Saturday, April 11, 2015 :: Cruise Trexlertown Shopping Center

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd, Trexlertown, PA 18087. Time: 4 to 7 PM, Weather Permitting. All vehicles welcome; DJ Sensational Sounds. Host: Mopar Madness www.moparmadness.org

Sunday, April 12, 2015 :: 2nd Annual Car Show at Palisades High

Location: Palisades High School, Hill Road & Route 412, Kintnersville, PA. Time: 9 AM to 2 PM. Rain Date: 04/19/2015. Food, DJ, Raffles, 50/50, Top 15 and 1 special pick trophy. Host: East Penn Modifiers Club. Info: Jim Hunsberger 215-313-7033.

Wednesday, April 15, 2015 :: Cruise Queen City Diner

Location: Queen City Diner, 1801 Lehigh Street, Allentown, PA. Time: 5:30 to 8:00 PM. Rain Date: 04/22/2015. Host: Found in the 60's. Info: Smokey 484-995-3698 or Linda 610-333-6395.

Saturday, April 18, 2015 :: Wheels of Time Cruise Nights

Location: Macungie Memorial Park, 50 S Poplar St, Macungie, PA 18062. Time: 4 PM. Additional dates: May 16, June 13, July 18, August 15, September 19, and October 17. The Macungie Memorial Park Association will be charging \$1.00 per car entrance for our monthly cruises. This will be for repair and reconstruction of the children's play area. <http://www.wheelsoftime.org/local-cruises-events/>

Sunday, April 19, 2015 :: Cars & Coffee Lehigh Valley

Location: ArtsQuest Center at Steel Stacks, 101 Founders Way, Bethlehem, PA Time: 9 AM. Enjoy a wonderful morning observing vehicles - From rare exotics to extreme mods. Sponsored by: Chevy 21. Contact: 610-332-1300. Like us on Facebook.

Saturday, August 15, 2015 :: The Great Phillipsburg Auto Show

Yes, August! We're putting this on our calendar now because the Show Chairman is our very own Ron Peles! Location: St. Philip & St. James School, Roseberry Street, Phillipsburg, NJ. Time: 8 AM to 3 PM. Rain date: 08/16/2015. This event slots in between Das Awkscht Fescht and Wheels of Time. Show cars will be on the grass. We will have a flea market and food. Ron has declared this show WILL have a Corvair class! Contact: Ron Peles (908) 479-1218 rpeles@embarqmail.com Additional info: www.kofccouncil474.com



LVCC Classified Ads!

FOR SALE: CORSA Communique magazines. A full and complete library of CORSA Communiques, from 1979 to 2005. Price: Make an offer! Location: Mohnton, PA. Seller: Carl Moore. Phone: (610) 856-7630. Email: moo568@dejazzd.com

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



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Next LVCC Meeting: Weds, March 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.

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