



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

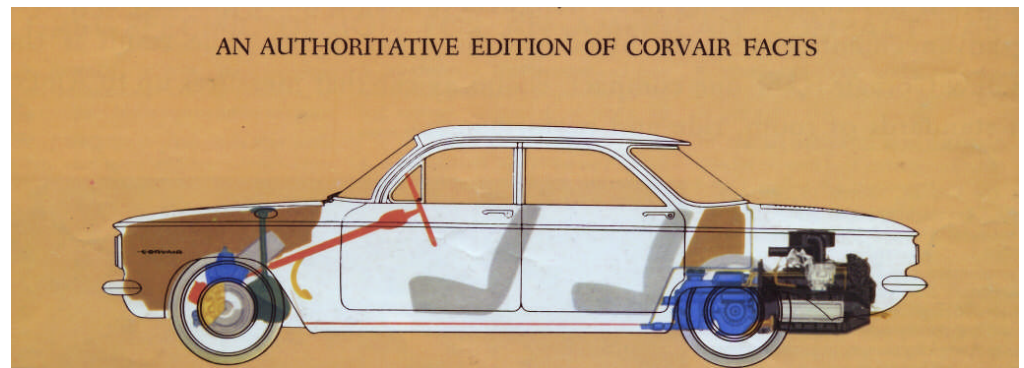
APRIL 2015

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

ESTABLISHED 1976

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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 by IECO

From the mid 1960s up to the early 1980s, a company named IECO sold high performance parts for Corvairs. It was a mail order business and its catalog consisted of two dozen glossy pages with photos, descriptions, and part numbers. IECO catalogs could be obtained by answering ads that were posted in the back pages of car buff magazines, like Sports Car Graphic and Car and Driver. Send away for the catalog, browse through the pages, fill-out the handy order form, and mail it to IECO's office in California with a check or money order. Then wait for the package to arrive.

The array of available parts was candy land for the hard core Corvair enthusiast. Offerings included big-bore cylinder barrels, forged pistons, racing camshafts, metallic brake shoes, high volume oil pumps, steering dampers, aluminum wheels and much more. Although nobody talks about it, you could, in fact, build a near-replica of a Fitch Sprint Corvair using the parts listed in the IECO catalog.

Although the catalog implored customers to "accept no substitutes", it was obvious that most of the parts were actually manufactured by, and offered for sale by, other parts houses as well. For example, IECO offered a full suspension kit, with front and rear anti-roll bars, high rate springs, heavy duty shock absorbers, and a rear-suspension bracket that was obviously manufactured and sold by Ted Trevor of Crown Manufacturing, Inc. Other items included spring-loaded fan-belt tensioners, quick ratio steering arms, short-throw shifter kits and other goodies that used to be sold in the J.C. Whitney catalog.

IECO stands for Induction Engineering Company, Inc., and so it should not be surprising that its line of products included ram induction kits for installing

center-mount four barrel carburetors on Corvair engines. Four-leg manifolds were available for 140 hp engines and two-leg manifolds were available for all other engines. And there was even a version for installing a 2-barrel Rochester 2GC carb on lower-performance Corvair engines.

IECO was not alone in offering center-mount carb kits for Corvairs. Other manufacturers, including Offenhauser and Chenoweth, offered nearly identical kits. But the IECO version did have a unique patented feature: The cast aluminum carb plenum had a divider down the middle which effectively transformed the single four barrel carb into twin two-barrel carbs, one for each cylinder bank. The objective of this arrangement was to provide better idling and better throttle response at lower RPM.

How could this be? It is based on the premise that only one intake valve is fully open at any particular time. If exposed to the entire plenum beneath the carb, the affected cylinder could not draw sufficient vacuum through the carb venturi. However, if exposed to only half the plenum, sufficient vacuum would be achieved to make the carb operate better at lower RPM.

This isn't rocket science. It's a trick common to all V8 engines equipped with dual plane intake manifolds. Beginning in 1935, Ford used it on the famous flathead V8. But nevertheless, IECO was granted a patent on the divided plenum intake manifold, most likely because the patent was specific to using this kind of manifold on boxer engines, like the Corvair.

Theory & Patent. Here are quotes from IECO's patent application for its center-mount four-barrel intake manifold. It was filed on June 29, 1962 and granted on April 21, 1964. The Patent Number is 3129701:

"Internal combustion engines of the type under consideration are characterized by a multiplicity of cylinders arranged in rows or banks. These banks may be of radially arranged cylinders, or a straight row of aligned cylinders. The straight aligned arrangement is most common and engines formed in this fashion are known as in-line engines, there being V type engines having two such banks of cylinders, and flat type engines also having two such banks of cylinders. In any case, a problem arises in the distribution of carbureted fuel-air mixture to the multiplicity of cylinders, particularly in dual bank engines."

"Various approaches have been made in order to solve the induction problem. A single central carburetor (single barrel) has been tried, but a single carburetor cannot always supply adequate mixture. Dual, or separate, carburetors have been tried, but they are difficult to maintain in proper unison operation. Also, and in order to gain maximum carburetion, large central multi-barrel carburetors have been tried, but with very inefficient results. In theory, it appears that the cross-sectional area of each carburetor barrel is limited in practice, and therefore multi-barrels are employed when additional carburetion is desired. However, there is also a limit to the least number of cylinders

(Continued on page 4)

Here is just a sample of the pages that appeared in the 1978 version of the IECO Corvair catalog. The catalog consisted of two dozen pages filled with glowing descriptions of hop-up parts for early and late series Corvairs.





ram INDUCTION

CAR LIFE claims: When we drove the test car, we were very favorably impressed with the quick throttle response . . . when the throttle was mashed it would accelerate smoothly and quickly without hesitation . . .

This is the famous IECO patented Ram Induction system. Since its invention in 1961 it has been a phenomenal improvement to the Corvair. Driving is a new experience each time you start your ram inducted engine. Quick hot and cold starts, along with a smooth idling engine make you aware of the many advantages of this system. Progressive linkage — built into the AFB carburetor — allows full power when it's needed, and yet yields money saving economy during ordinary motoring. Both stick shift and automatics really feel the punch of ram tuning, with increased passing acceleration, smoother shifts, and faster top speeds.

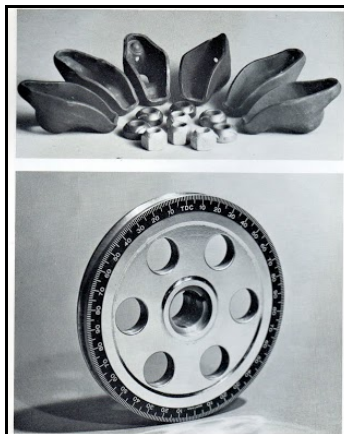
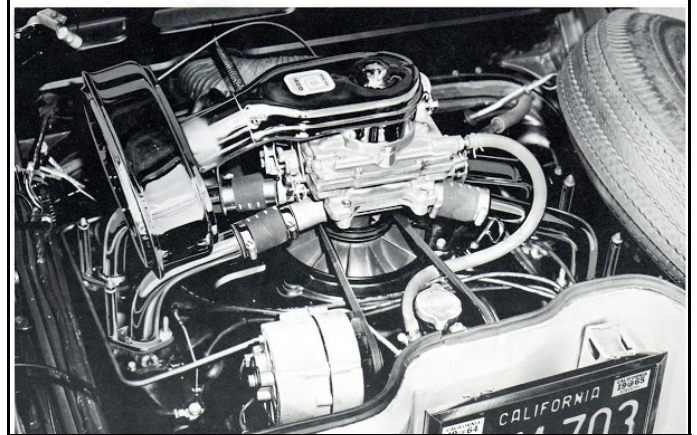
SPORTS CAR GRAPHIC prints: It will also stay ahead of a turbo-charged version up through a quarter-mile . . . fantastic pulling power.

The system completely eliminates all the problems associated with the stock carburetors and linkage.

CAR LIFE says: As the dynamometer shows, the modifications resulted in a substantial power increase throughout the whole usable range . . . increase is especially large between 3500 and 4000 RPM . . . where the ram effect is greatest.

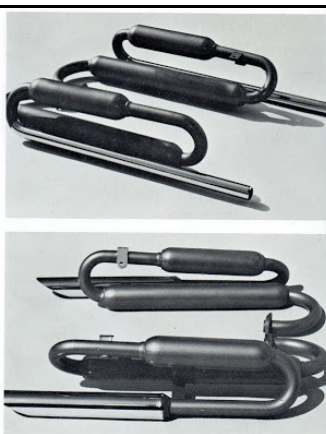
It's easy to install and the job can be done by the average do-it-yourselfer with simple hand tools. There are step-by-step instructions included that help you work your way to complete a professional job. Everything is made to bolt right into place. There is no deck lid cutting or welding required.

HOT ROD writes: IECO's single four-barrel carb, ram induction system is one of the best ideas since peanut butter. The unit is smooth through the RPM climb . . . power increase shown in the chart speaks for itself . . . 19 HP at the rear wheels!



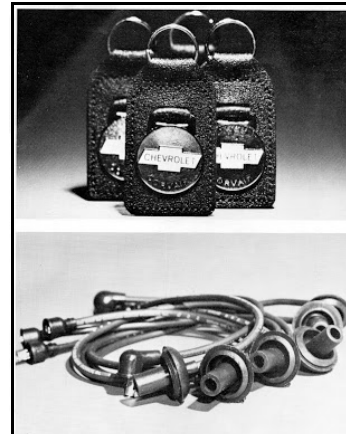
NO. 8-128 ROCKER ARMS
These are replacement TRW rocker arms and their pivots. If you are doing high performance engine work to your Corvair, it is good practice to replace these. Packaged in matched sets: rocker arm; ball pivot; lock nut. 12 required.
ROCKER ARM each \$ 2.95

NO. 8-124 DEGREED ALUMINUM PULLEY
This pulley is for those who take engine building seriously. Valve and ignition timing can be checked with complete accuracy. Know exactly when each valve opens and closes when camshafts are being checked for precision. Use a timing light and pinpoint ignition settings. Polished Aluminum. 360 degree increments.
DEGREED ALUMINUM PULLEY \$35.95



NO. 8-114-A IECO EXTRACTORS
This extractor system is identical to the number 8-114 megaphone extractor, however, it has straight 1½-inch chrome plated tailpipes. The sound is somewhat softer than the megaphone system. Comes complete with all attaching parts and instructions.
IECO EXTRACTOR — 110 HP ENGINE \$73.95
IECO EXTRACTOR — 140 HP ENGINE \$99.95

NO. 8-114 IECO MEGAPHONE EXTRACTORS
Tuned tail pipes, along with megaphone extractors team up to give you performance and economy. Automotive engineers developed the tuned megaphone design for Indianapolis. This is where high winding racing engines need to extract burned fuel in a hurry. The tuned design creates a "cross-flow" during the overlap stages of combustion and helps pull in additional fuel/air mixture, and this increases power. The sound it produces is fantastic! Now you can have this most unique system on your Corvair in half an hour. All attaching parts and instructions are included.
MEGAPHONE EXTRACTOR (1960-69, except Turbo) \$67.95
Special Note: IECO designed and developed the Megaphone Extractor for the Corvair and IECO builds the only one that works!



NO. 8-25 LEATHER KEY FOBS
An added piece for the true enthusiast. It's a fired enamel Corvair emblem attached to a glove leather key fob. It's ideal for carrying both car keys and prevents any rattle that may occur with metal key chains. Made of black glove leather with color crest.
KEY FOB \$ 3.95

NO. 8-21 QUICK-SPARK WIRE SET
Why change spark plug wires? You may need new ones now and not know it! One way to notice is if your engine seems to be running smoothly on all six cylinders, but it lacks pick-up. This could be caused by weak spark to the spark plugs. This wire set is made especially for the Corvair. It will not cause radio static. A complete set ready for you to install. A performance & economy must!
QUICK-SPARK WIRE SET \$11.95



DYNO-PAK TUNE KIT
Tune-ups are expensive and the results are not always worth the cost. In many cases mechanics merely put in replacement parts check a few settings, and then hand over a sizeable bill! This kit made for the Corvair owner who wants to do his own work and know that it is done correctly. The Dyno-Pak has all the parts and instructions which lead you through a professional dynamometer check-tune-up. All the parts which bring the ignition and carburetion systems to peak performance are included: NGK spark plugs; heavy duty points and condenser; solid core wire set; air cleaner; carburetor jets; distributor advance modification parts; carburetor rebuilding kits. All these parts, adjustable to IECO's specifications will give your Corvair a 16% power increase along with an 11% improvement in gas mileage! Your Corvair will accelerate rapidly and cruise smoothly. It will idle better and start faster. Order your Dyno-Pak today and experience a Corvair which is a real pleasure to drive!
DYNO-PAK \$39.95

NO. 8-113 HEAVY-DUTY CARRIER UNIT
This is ideal for any hi-performance Corvair or Dune Buggy. It has four spider gears instead of the stock two. It is super strong and has absolutely double the strength over the stock carrier. It is drilled for both early and late ring gears so the early 4.89:1 ratio may be used in a late differential. The unit fits just like a stock carrier and requires no special tools. A must for reliability!
HEAVY-DUTY CARRIER (1961-69) \$112.95

These quality custom IECO products can only be purchased directly from IECO. Accept no substitutes!

These quality custom IECO products can only be purchased directly from IECO. Accept no substitutes!

(or cubic inches) that can be properly supplied by a given number of carburetor barrels."

"For example, in a six cylinder engine there is, in theory, a continuous suction by one cylinder at a time with a slight overlap, and in this case a four barrel carburetor, although readily available, is an absurdity. The use of four barrels of carburetion, open to any one of the six cylinders, results in gross over-carburetion, and is entirely unsatisfactory."

"However, the use of two barrels of carburetion is feasible especially if said two barrels are sequentially opened. Therefore, this invention has for its general object to provide sequentially opened two barrel carburetion for each bank of a dual bank engine, using a single four barrel carburetor for this purpose."

Did It Work? IECO center-mount intake manifolds must have sold well, for the Corvair message boards are awash with postings about them. Most purists say they have poor throttle response and are subject to icing. Other people, especially those with souped-up engines, seem to like them. Today, right now, you can probably log onto eBay and buy a used one. They have been out of production for years.

Were the IECO manifolds better than center-mount intake manifolds offered by, say, EMPI, Chenoweth, or Bill Thomas? Did that divided plenum chamber make a difference? Perhaps we'll never know. But back in the day, car buff magazines like Car Craft, Hot Rod and others made wonderful claims about them. Benefits included not only better horsepower, but also better fuel economy. These claims were advertised in the IECO catalog, of course. But they were echoed by car magazines of the era too.

The following excerpts come

from an article named "Corvair Economy Hop-Up," by Eric Rickman, Hot Rod Magazine, June 1965, pp 74-75, 120. It mentions Sonny Balcaen, the proprietor of IECO. The car in question was a 140 hp 1965 Corvair Corsa equipped with the four-legged IECO center mount intake manifold and a Carter AFB carburetor:

"When alterations or modifications are made to a car's engine to achieve improved performance, the resulting horsepower has to be fed and mileage suffers accordingly. But Sonny Balcaen has developed a method to up the power on Corvairs, and he's one of the very few to produce a hop-up modification that carries with it improved economy as a welcome bonus."

"Many stories on souping Corvairs have been included in Hot Rod Magazine. As a rule, basic instructions call for machining off the intake manifold and bolting on a set of thirstier carbs. Wow! It'll go like gangbusters and pass everything but a gas pump. Admittedly, the Corvair wasn't built for racing; the carbs, for example, are small for a reason: The Corvair is marketed primarily as a compact economy car. However, engineers (and hot rodders, too) somewhere along the line have missed a point, one that long-time rodder Sonny Balcaen picked up on and

pursued. He's found a way to increase the horsepower in a Corvair by some 15 horses over the entire rpm range with a phenomenal 31-hp gain at 4-grand, right where it's needed. And what else is new? Sonny negated the old axiom; his technique can produce a mileage boost of 2 mpg in city traffic with more than a 4-mpg improvement at cruising speeds."

"Sonny's method is so original that a patent has been applied for on the principle. The product of his work is available in kit form for Corvair drivers, distributed by IECO (Induction Engineering Co.).

"At first glance the new unit appears to be a four-leg manifold with a Carter AFB 4-barrel mounted. Each of the "legs" extends to the stock carb mounting flange of the Corvair engine; closer inspection reveals the "speed secrets." (The unit covered in this article is tailored for the '65 140-hp engine; kits are available for all model Corvairs.)"

"The primary AFB venturi is 1 3/16 inch with standard primary jets; metering rods are one step leaner. The secondary venturi area is 1 5/16-inch and the secondary jets are changed to .049-inch diameter. Total venturi area is

(Continued on page 6)



2 STYLES

STRAIGHT CHROME TIPS

Gives your Corvair that "foreign sports car sound". This is the system often used on Fitch Sprints. Slightly louder than stock. Sold set of 2 with full instructions. Includes all packings and hangers. Some convertible owners say that after 3 - 4 hours, they seem a little loud.

1960-69 All (exc. 140, Turbo & Vans)	C5037	32 Lbs.
1965-69 All 140hp.	C5038	32 Lbs.

LOUD!

LARGE ANGLE CUT CHROME TIPS

VERY LOUD. Gives much better breathing but is LOUD (no returns because you feel it is too loud). Legal in most states. Sold Set of 2 with full instructions. Includes all packings and hangers.

1960-69 All (exc. 140, Turbo & Vans)	C5039	34 Lbs.
1965-69 All 140hp.	C5040	34 Lbs.

Clark's Corvair Parts offers these exhaust extractors which appear to be exact duplicates of those that appeared in the IECO catalog so many years ago.



Top side of the IECO center-mount four-barrel manifold. Note the divider in the middle of the plenum.



Bottom side of the IECO center-mount four-barrel manifold.



Above: The IECO patent number is cast into the plenum. The patent was granted in 1964.



Above: A 4-barrel intake manifold manufactured by Chenoweth. Note the lack of the center divider in the 4-barrel manifold's plenum.



Left: IECO went into business in late 1961 and started out with 4-barrel intake manifolds for low-perf heads.



IECO also offered center-mount 2-barrel manifolds.

4.920 square inches. This is an increase of 1.70 square inches over the stock four single-throat carbs. Actually, the result is an over-carb effect for the small engine, and that's where Sonny's development becomes important."

Total venturi area must always be related to engine displacement. The velocity of air through the venturi is the

controlling factor in making the carburetor function correctly. A small cylinder, or small engine, can't pull air through a large venturi with sufficient velocity; it may do so at wide open throttle, but the engine will not run properly in the low ranges."

"Sonny approached the problem as though he were dealing with two three-cylinder engines which, in effect, he

was. He placed a dividing bulkhead into his manifold, just under the carburetor, splitting it into two 2-barrel carbs. The outcome: 2.460 square inches of venturi feeding three cylinders, an increase of just .890 square inch. This is not an increase so radical that it will cause any problems in low rpm ranges, yet it affords a consider-

(Continued on page 8)

The Interesting Life of Raoul "Sonny" Balcaen III

Sonny Balcaen, the founder and president of IECO Inc., is alive and kicking in southern California. He is not a young man anymore, but he maintains a presence on LinkedIn and remains accessible to auto journalists here in the USA. His life and times are the stuff that most hot rodders can only dream of.

According to an article published in The Times of Havana way back in February 1958, he could take an automobile apart and put it back together by the time he was eleven years old. He quit school in Los Angeles after the 8th grade, much to his parents dismay. But other things were in store for Sonny.

He ran his first drag race when he was just fourteen years old. When he was seventeen, he helped to develop one of the first full-bodied dragster using a magnesium skin and GMC nitro-powered engine. The engine in this car was called a GMC 12 port. It ran 152 mph in 9.6 seconds in 1955.

In 2007, Sonny recalled, "First, I originally started building the car when I was 17. Frank Startup of Startup and Donovan fame was driving. The track was Santa Ana, California about 1955 or 1956. I was born in 1936. In drag racing we used 95 percent nitro and 5 percent of either benzene or ethyl ether. We experiment some times with a fuel called hydrazine. I originally worked for Pete Clark who was Rex Mays builder. Warren Olson hired me, and I worked for him many years."

At the recommendation of Carroll Shelby, Jim Hall hired Sonny to be his first crew chief. He built the engine for Jim Hall's Lister Chevrolet. It produced 325 hp on gasoline in 1957. He was also there when Jim powered his Maserati to first place in the 20-lap feature race at Fort Worth's Eagle Mountain Lake in 1958.

A year or two later, Sonny joined Lance Reventlow's team that raced the All American Scarab Formula 1 and sports racing cars. At Reventlow Automobiles, Inc., he worked with Phil Remington, Tom Barnes, Dick Troutman, Jim Travers and Frank Coons. When Lance Reventlow pulled out of the racing car business in 1962, he leased his shop to Carroll Shelby, who used the floor space and equipment to build the first Ford-powered AC Cobra sports cars. Phil Remington and Sonny Balcaen came along with the deal.

At Shelby, Sonny worked with Phil Remington and Skeet Kerr to design the famous aluminum wheels that appeared on GT350 Mustangs. He also worked with Dean Moon to develop and manufacturer the quad Weber intake manifolds that often appeared on racing Cobras and Ford GT40s. Around the same time, he founded IECO for development of performance components for Corvairs and other passenger cars. He was Chairman of IECO, Inc. from January 1964 to May 1983.

In the early 1990s, he served as consultant to Petersen Automotive Museum during its founding with Bob Petersen and picked up an old passion for motorcycles. And he eventually did finish his formal education. In 1974, he earned a Bachelor of Science degree at California State University and in 1976, he earned an MBA in Economics and Finance at UCLA.

You can listen to a forty-minute interview he did in 2014 for the new Petersen Museum about his life and times at <http://carstories.com/2014/12/sonny-balcaen-legendary-road-racing-career/>



Raoul "Sonny" Balcaen. The man behind IECO. 2008.



The GMC-powered dragster that Sonny helped to build when he was only seventeen years old.



Jim Hall's Lister-Chevrolet.



Lance Reventlow's Scarab.

"I've known Raoul since his sports car days. He's a perfectionist, and personally tests everything he sells. I trust him implicitly."

Edell Shultz



If you care about your car, you've just found your source. Raoul Balcaen's IECO supplies precision performance and appearance accessories for small cars. Raoul Balcaen tests every component before it's offered for sale. If it doesn't pass muster, you can't get it from IECO. The 1983 IECO catalog contains over 100 pages of the finest available parts and accessories for: BMW, Capri (European), Datsun, Honda, Mazda, Porsche, Mercedes, Rabbit, Scirocco, VW Bug, Toyota, Mustang/Capri, Corvair, Chevette, Vega, Pinto. Order your copy today!

RAOUL BALCAEN'S
IECO THE ENTHUSIAST'S SOURCE

Yes! I demand only the best for my car. Please send your new catalog. I enclose \$2 (refundable with order). IECO 1431-M Broadway Santa Monica, CA 90404 Phone orders: (213) 451-1738

Name _____

Address _____

City _____ State _____ Zip _____

I drive: _____
When in Santa Monica, visit our Showroom!

able boost in power."

"The accompanying dyno test chart reveals that there is a 31-horsepower gain (40 percent) at the 4-grand mark. Obvious is the performance achieved as a driver winds out beyond the 4-grand mark in second and third gears. Mileage tests with the stock singles resulted in 15 mpg in the city, and 22 mpg at highway speeds; the AFB produced 17 mpg in town and mileage jumped to 26.1 mpg on the road."

"Driving the car with the AFB setup is an exciting experience, best described as "smooth as silk." Our test car was idled down in high several times; then the driver stepped on it and the car pulled up to full speed as if powered by an electric motor, with no bucking whatever. Idle down in second or third, mash it, and the car gives the driver a good kick in the seat as revs approach 4,000 revolutions per minute."

"Economy is enjoyed because the engine is operating on the primary circuit most of the time, and it's leaned down one step. Smoothness is appreciable

over the stock singles, if only because efficient synchronizing of four carbs is virtually impossible when compared to a single unit, working as two. The astounding power jump in the 4-grand range is the result of the ram effect of the intake tubes reaching from the carb manifold to the engine manifold."

Claims such as those made in that old Hot Rod Magazine article seem more than optimistic today. We live in a more skeptical age!

MARCH LVCC MEETING NOTES

Our last meeting on March 25th was well-attended. Members who arrived included Rich Greene, Keith Koehler, Randy Kohler, Allan Lacki, Larry Lewis, Scott Oberholzer, Fred Scherzer, Dennis Stamm, Joe Turner, Tim Turner, Bob Weideman, and Dick Weidner. We also had a guest, Dennis Bortz.

President Dennis Stamm called the

meeting to order. Secretary/Treasurer Dick Weidner read the minutes and presented the treasury report. No correspondence had been received since February. The club currently has \$1,341.39 in cash.

Randy Kohler talked about the upcoming Rhinebeck Car Show & Swap Meet which will be held at the Dutchess County Fairgrounds in Rhinebeck, New York at the beginning of May. Randy noted that it's quite a drive from Lehigh County, but the show attracts hundreds of show cars and has a Corvair class. Former LVCC member Dave Riddle used to attend this show and spoke highly of it. Details about the show are available at www.rhinebeckcarshow.com

Dennis Stamm talked about the Leestport Farmer's Market Auto Parts swap meet which will be held Sunday, April 26. Dennis will have a stand there. Stop by and see him!

Rich Greene led our show-and-tell session this month. He brought packages

(Continued on page 9)

Mail Ordering Car Parts in the Old Days

by Al Lacki

Back when I was in high school, I got myself an IECO catalog with all those fascinating photos of cool Corvair parts. And I became infatuated with one offering in particular: No. 8-114 IECO Megaphone Extractors.

"Tuned tail pipes, along with megaphone extractors team up to give you performance and economy. Automotive engineers developed the tuned megaphone design for Indianapolis. This is where high-winding racing engines need to extract burned fuel in a hurry. The tuned design creates a "cross-flow" during the overlap stages of combustion and helps pull in additional fuel/air mixture, and this increases power. The sound it produces is fantastic! Now your car can have this most unique system on your Corvair in half an hour. Special Note: IECO designed and developed the Megaphone Extractor for the Corvair and IECO builds the only one that works!"

I couldn't resist. I filled out the order form and sent in my money order to buy a pair of IECO Megaphone Extractors for my little 95 horse Powerglide Corvair 500! And then, I waited and waited and waited.

These were the days before computers, online ordering, FedEx, and UPS Blue. So it was always difficult to determine the status of an order. After a couple of months, a buddy of mine, who worked at the fledging ATL fuel cell shop in Ramsey, NJ, wrote a letter for me on company letterhead. It was addressed to IECO, demanding information on the whereabouts of my Megaphone Extractors. And we soon received a reply. Apparently, the order had been shipped and was stuck on a railcar someplace west of Missoula.

Eventually, the box arrived and we installed them on my Corvair. I can't say that they improved the performance of my 95 horse engine very much or that I noticed any improvement in economy. But wow, did they sound great!

of LED tail lights and instrument panel lights for Forward Control Corvairs. He bought the LED conversion kits from two different vendors. The LED lights have very low amp draw and are much brighter than the old factory incandescent bulbs.

Rich also passed around his copy of a 1961 Chevy dealer sales book pertaining to 1961 Forward Control Corvairs. 1961 was the first year for FCs and Chevrolet published the book to instruct salesmen how to sell them to prospective customers. Rich also passed around a dash-mount clock for early series Corvair cars. This factory accessory was available through Chevrolet dealers in the early 1960s.

Larry Lewis described a Route 66 road trip being sponsored by Hemmings this year.

Al Lacki talked about the Performance Corvair Workshop he attended in Kokomo, Indiana earlier in the month. He described some of the presentations and exhibits that were on display.

Al also mentioned that, on the morning of the meeting, Hubert "Smitty" Smith posted an ad to sell his turbocharged track Corvair, affectionately named "Spike", which he has been racing in autocross and time trial events for many years. Although Smitty is not a member of LVCC, he is well known among Corvair enthusiasts on the East Coast. His asking price for "Spike" is a mere \$1,500. (It sold the very next day after the meeting).

Among other things, Spike is equipped with a Safeguard knock sensor which retards the ignition timing for individual cylinders when it detects detonation. This is a handy thing to have, especially on a modified turbo Corvair engine. Dick Weidner installed a Safeguard knock sensor, too, on his 1964 coupe. Although Dick's car is not a turbo Corvair, it is equipped with air conditioning, and that puts a higher heat load on the engine. Dick reported that it works flawlessly, even on his trip across Death Valley in California.

You can purchase a Safeguard knock sensor, pre-calibrated for your Corvair, from American Pi. The unit isn't cheap. It costs \$715. But that's much less than the cost of rebuilding an engine. <http://www.american-pi.com/safeguard/safeguard2.html>

Al Lacki, Dick Weidner, and Randy Kohler discussed Clark's Corvair Parts, which is offering to pay CORSA chapters to publish ads in their newsletters. Randy pointed out that Clark's already donates a large box full of parts to LVCC every year, which we use for door prizes at Das Awkscht Fescht. The group agreed this was ample compensation for the ad space we devote to Clarks in The Fifth Wheel.

Guest Dennis Bortz talked about some of the difficulty he is having getting a glass shop to replace the cracked windshield in his FC Corvair. He has received an estimate from one glass shop, but he has been waiting for them to

schedule the work. Randy Kohler offered to call Lehigh Auto Glass to determine if they can help Mr. Bortz.

After the discussion session, Dick Weidner ran a slide show with photos of the various CORSA conventions he has attended over the years.

Congratulations to Tim Turner. He arrived in his 1965 Corvair Corsa convertible with his father Joe Turner. You may recall that Tim bought this car a year or two ago and has been working on it ever since. Among other things, he rebuilt the entire brake system and replaced a number of suspension bushings.

Although the body was in good shape when he bought it, the prior owner had removed the engine and the front seats. Over a recent semester break, Tim reinstalled the engine and now it is back on the road.

OUR NEXT MEETING IS APRIL 22!

Our next meeting will occur Wednesday, April 22 at the LANTA Community Center. That may seem early, but April 22 is the fourth Wednesday of the month. Mark your calendar!



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

NECC MOTORSPORTS ANNOUNCES 2015 PERFORMANCE EVENTS!

**OPEN TO ALL MAKES AND MODELS! CLUBS INVITED!
EXPERIENCED AND NOVICE DRIVERS! COME ON OUT!**

HIGH PERFORMANCE DRIVING... NEW YORK SAFETY TRACK

**SATURDAY, JUNE 6
HARPERSFIELD, NEW YORK**

This event will be held at New York Safety Track, a 2.1 mile paved closed road course designed for high-speed driving. The day will include group practice sessions, open track time, and individual timed laps.

HIGH PERFORMANCE DRIVING... NEW JERSEY MOTORSPORTS PARK

**MONDAY, AUGUST 10
MILLVILLE, NEW JERSEY**

This event will be held at New Jersey Motorsports Park's Thunderbolt Circuit, a 2.25 mile paved closed road course designed for high-speed driving. The day will include group practice sessions, open track time, and individual timed laps.

3 DAYS OF HIGH PERFORMANCE DRIVING... CORVAIR OLYMPICS @ 3 VENUES

**THURSDAY, JULY 23—SATURDAY, JULY 25
INDIANAPOLIS, INDIANA**

Don't be fooled by the name of this event—this not-to-be-missed spectacular began several years ago as an event for Chevrolet Corvairs, but now it's open to all makes and models. It begins with a track day at Putnam Park Road Course on Thursday, July 23 followed the next day by drag racing at the famous 1/4 mile Muncie Dragway. On Saturday, July 25, the Olympics will conclude with the always popular autocross. Register for 1, 2 or all 3 days.



Registration opening soon. Be sure to mark your calendars now and plan on joining us at any or all of these events!

Complete information at www.neccmotorsports.com

CONTACT: Brian O'Neill
973.729.5586
bmoneil@juno.com



LANTA COMMUNITY CENTER ENTRANCE



LANTA Community Center,
2nd Floor Meeting Room,
1060 Lehigh Street
Allentown, PA 18103.
Latitude : 40.587607
Longitude : -75.474405.

We Meet Here!
(Entrance to LANTA)

LVCC Calendar of Local Events!

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. <http://www.wheelsofetime.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.

Wednesday, April 22, 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.

Saturday, April 25, 2015 :::: 8th Annual Douglassville Antique & Classic Car Show & Community Carnival

Location: Daniel Boone Middle School, 1845 Weavertown Rd, Douglassville, PA. Time: 11:30 AM to 5 PM. Rain Date April 26. For more info, call (610) 404-4922 or email info@troop597.org www.troop597.org

Saturday, April 25, 2015 :::: Cruise at Trexlertown Shopping Center

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

Sunday, April 26, 2015 :::: Cruise at Potsy's Pizza

Location: Potsy's Pizza, 5925 Tilghman Street, Kuhnsville, PA. Time: 1 PM to 4 PM. Weather permitting. Host: Found in the 60's. For more information, call Linda 484-695-3698 or Smokey 610-333-6395.

Sunday, April 26, 2015 :::: Leesport Auto Parts Flea Market

Location: Leesport Farmers Market, 312 Gernant's Church Road, Leesport, PA 19533. Time: 7:00 AM - 2:00 PM. Vendors - Call for pricing. Public - Free admission. Sponsored by the Hawk Mountain Region Ford Club. Contact: Rick Slegel. hawkmtv8@aol.com (610) 926-3061.

Sunday, May 3, 2015 :::: GM On Display at Macungie

Location: Macungie Memorial Park (home of Das Awkscht Fescht), Rt. 100, Macungie, Pa. Time: 9 AM to xxx PM. No judging or trophies. Food music, flea market. Prices: Show vehicles \$8.00 pre-registered, \$10.00 day of show. Please bring a donation of canned cat food for animals in distress. More info: Call Rosemary & Don Haley at (610) 608-7904 or (610) 608-7905 or email: rfhaley@gmail.com.

Friday, May 8, 2015 :::: Cruise Night at Lucky Strokes Golf

Location: 7200 Airport Road, Bath, PA 18014. Time: 5:30 PM to 8:30 PM. Price: No price listed. Donations accepted for Camelot House. Door prizes, 50/50, silent auction, food. Contact Debbie at (610) 360-2632 or Dick at (610) 216-3510. www.lehighvalleycruisers.com

Sunday, May 17, 2015 :::: Hereford Gun Club Car Show.

Location: 91 Gun Club Road, Barto, PA 19054. Time: 9 AM to 3 PM. Rain Date: May 31, 2015. Prices: \$10 preregistered. \$15 day of show. 25 trophies. (No Corvair class). 50/50, Food. Visit us on Facebook. For more info: Call Bob Jacobs (610) 845-1488.

Sunday, May 17, 2015 :::: Wind Gap Car Show

Location: Wind Gap Borough Park, 400 S. Lehigh Avenue, Wind Gap, PA. Time: 9 AM to 3 PM. Rain or shine. Prices: \$10 pre-register by 5/8/2015. \$15 day of show. Info: www.cruisetothegap.com

Saturday, June 13, 2015 :::: Fleetwood Show of Wheels

Location: Fleetwood Community Park, Park Road, Fleetwood, PA. Time: 8:30 AM to 3:00 PM. Rain or shine. Prices: \$10 pre-register. \$15 day of show. Info: Call Jim Long at (484) 575-8113 or email carshow@jblong.com.

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. 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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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